

TRAFFIC IMPACT ANALYSIS

**HILLEL CENTER  
FOR JEWISH LIFE**

La Jolla, California  
November 6, 2013

LLG Ref. 3-10-1948

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## TRAFFIC IMPACT ANALYSIS

### HILLEL CENTER FOR JEWISH LIFE

San Diego, California

November 6, 2013

## 1.0 INTRODUCTION

This traffic study has been prepared to determine and evaluate the potential traffic impacts to the local roadway system due to the Hillel Facility development in the Community of La Jolla in the City of San Diego. The project site is bound by La Jolla Village Drive, La Jolla Scenic Drive North and La Jolla Scenic Way. This traffic study analyzes the potential impacts to the surrounding intersections due to the addition of the project traffic generated by the proposed development.

Included in this traffic analysis are:

- Project Description
- Existing Conditions Discussion
- Analysis Approach, Study Area & Methodology
- Significance Criteria
- Analysis of Existing Conditions
- Project Trip Generation, Distribution & Assignment
- Existing + Project Analysis
- Near-Term Conditions Discussion
- Analysis of Near-Term Scenarios
- Year 2030 Conditions Discussion
- Analysis of 2030 Scenarios
- “All Walk” Pedestrian Assessment
- Access and Onsite Circulation Discussion
- Parking Assessment
- Existing With Improvements Option Analysis
- Construction Traffic Assessment
- Significance of Impacts, Mitigation Measures & Conclusions

## 2.0 PROJECT DESCRIPTION

### 2.1 Project Location

The proposed development will be located on a vacant parcel bound by La Jolla Village Drive, La Jolla Scenic Drive North and La Jolla Scenic Way in the Community of La Jolla in the City of San Diego. *Figure 2–1* shows the general vicinity of the project and *Figure 2–2* shows a more detailed project area map.

### 2.2 Project Description

The project applicant provides the following information regarding the projects use and purpose:

The Hillel Center for Jewish Life (“Hillel”) will provide a permanent sacred space for Hillel to fulfill its mission to involve Jewish students in ways that foster a lasting commitment to Jewish life. The programs and the contemplated use of the Hillel facility, generally fall into five areas, all of which are essential to the Jewish religion and Jewish identity and living.

Jewish Spirituality. Hillel will act as a center for Jewish spirituality, learning and religious growth. The Hillel facility will house two sacred Torah scrolls. Deferring to neighborhood concerns about large gatherings, it would hold larger religious gatherings at rented University facilities, but will host smaller ritual and religious gatherings and services at Hillel. One of the Torah scrolls will be housed in the library and that space would be used for daily services or for memorial services, when necessary, meditation circles and for other smaller religious gatherings. The tradition provides that only 10 adult Jews are required for a “minyon” (the legal minimum to engage in daily prayer and many Jewish life cycle rituals). The Rabbi and members of the professional staff provide religious counseling and guidance to students on topics of spirituality, ethics and the unique aspects of the daily lives that impact the students.

Jewish Living and Learning. Hillel would also use the facility to teach students how to lead services, for regular Torah and Talmud study classes and Hebrew reading classes, discussions on Jewish ethics and other contemporary issues, kosher cooking, sessions with a range of community rabbis and other Jewish scholars, Jewish book discussions, films and other cultural activities. One of the programs Hillel is most proud of is the Bar or Bat Mitzvah program for students who did not learn to read from the Torah as young teens.

Jewish Community Building. Judaism at its core emphasizes community building. The student gathering spaces would be used to plan events, to host discussions and small activities and simply to connect with other Jewish students, an essential factor in building a Jewish community. Hillel serves a pluralistic religious community and hosts a variety of programs to serve the spectrum of the UCSD Jewish student community.

Israel-oriented activities. Israel is the Jewish spiritual homeland and one of Hillel’s goals is to strengthen students’ connection to Israel. The activities that would take place at the Hillel Center would include speakers, discussions, modern Hebrew language instruction, orientations and planning meetings for missions to Israel, etc. Hillel is responsible for administering the national “Birthright” program, which guarantees an, almost free, Israel experience to college age students and the Hillel facility will be used by staff and students to plan and organize these trips.

Repairing the World or “Tikkun Olam.” Jewish tradition commands that its followers seek justice and pursue it. Hillel students regularly volunteer for a wide range of community organizations, including the American Cancer Society, Rady’s Children Hospital, the Red Cross, children’s literacy groups and the Hand Up Youth Food Pantry. In addition, they participate in alternative spring break programs through the American Jewish World Service’s service learning programs focusing on global poverty, specifically in Central America. The Hillel facility would be used to organize these activities and to contextualize them within Jewish sources and traditions.

Hillel is led by professional Jewish educators and several of its staff members have advanced training and/or degrees in Jewish studies and education. The facility will also provide offices and meeting spaces for the staff to fulfill the student’s religious mission. Hillel is not recognized as an official affiliate of any of the state universities in San Diego because of its religious nature and is the reason that it cannot have permanent space on these campuses.

The proposed project will be developed in two (2) phases. Phase I will include the use of the residence located at 8976 Cliffridge Avenue while the new facilities are being constructed. Specifically, Phase I consists of continued use of an existing residence as a temporary office space, which is used by staff to plan events and programs and to meet with students on a one-on-one basis for religious counseling and planning of student events. During Phase I, temporary parking would be provided on-site through a combination of using the existing garage and the vacated cul-de-sac.

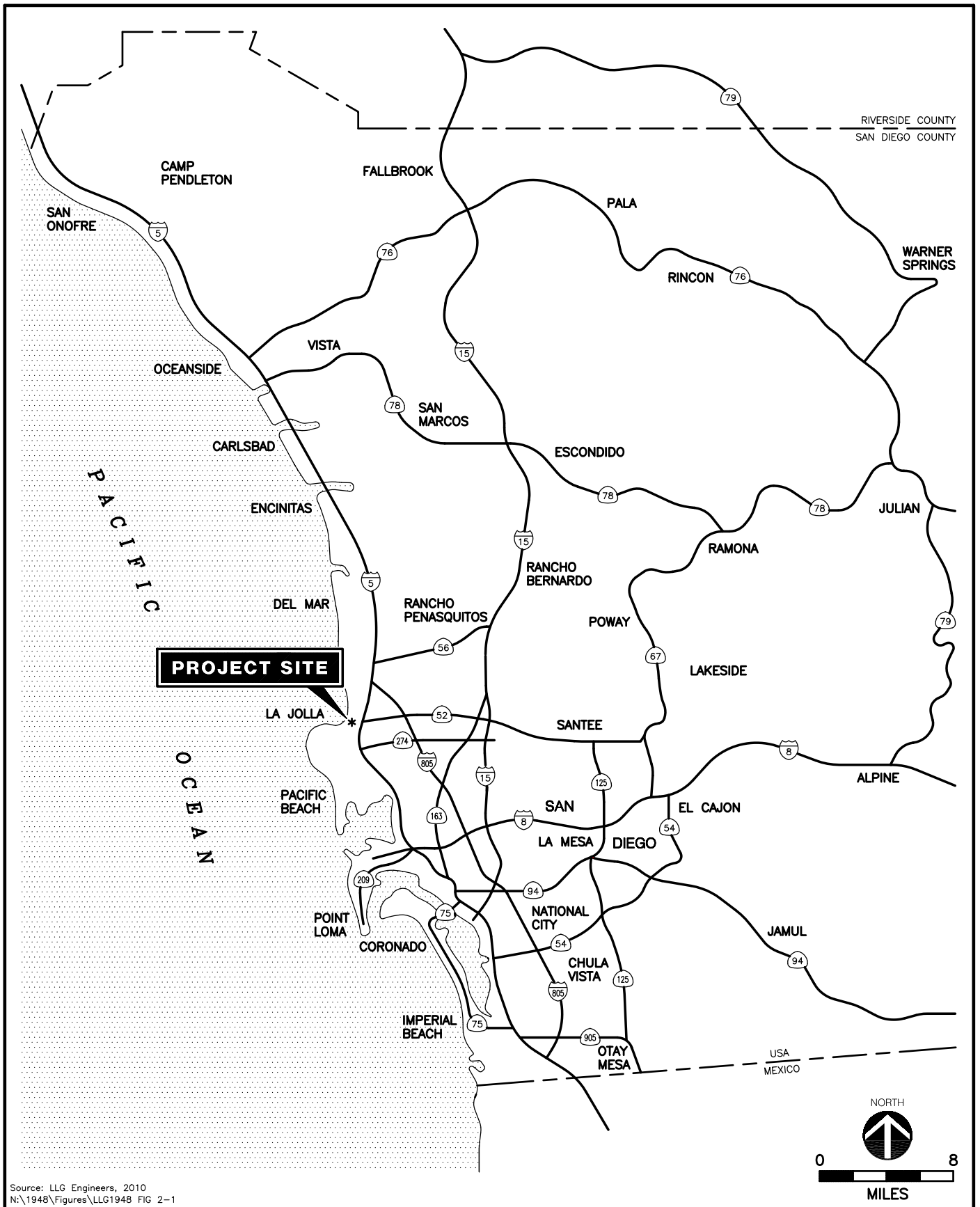
Phase II includes the construction of three (3) buildings totaling 6,479 gross square feet (SF) (7,084 gross SF with the phantom floor) to be occupied as a new student center for Jewish students at the University of California, San Diego (UCSD). A 27-space surface parking lot is located along the east portion of the site. Also included in the Phase II development is the construction of a park-like amenity near the corner of La Jolla Village Drive and Torrey Pines Road. When Phase II is complete, Phase I will revert to a single-family residence and the temporary on-site parking will be removed.

The conceptual plan for the project is shown on **Figure 2–3**.

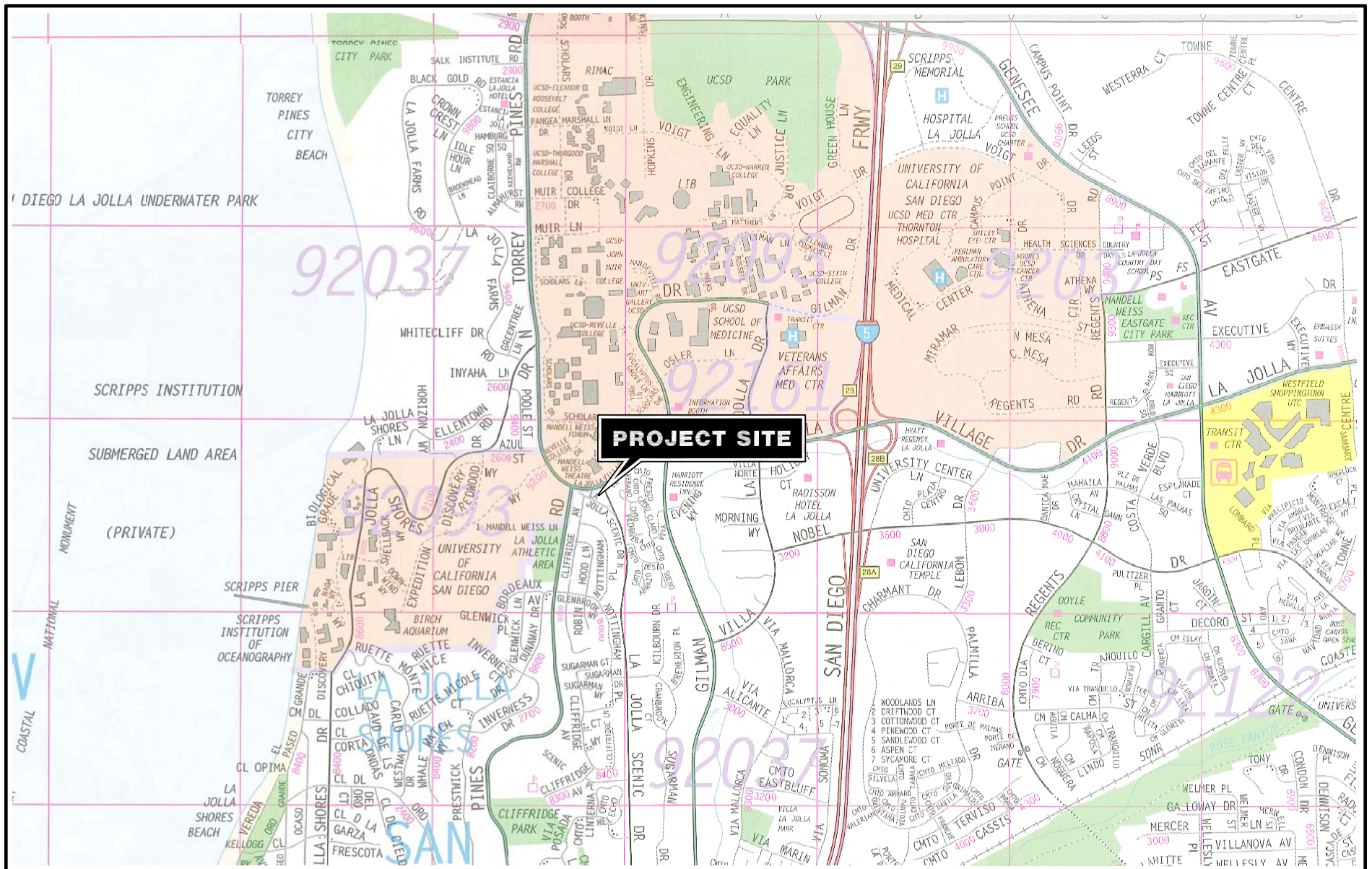
As an alternative to the proposed Phase 1/Phase 2 project, the Existing With Improvements alternative is analyzed in *Section 16.0*. If the Phase 1/Phase 2 project is not approved, Hillel would permanently use the property at 8976 Cliffridge Avenue to provide for religious programs. Permanent on-site parking and other improvements to the interior of the structure to bring the Cliffridge property into compliance with the Municipal Code would be required for the permanent use.

## **2.3 Site Access**

Access to and from the facility will be provided via a single right-in/right-out driveway onto La Jolla Scenic Way.



**Figure 2-1**  
**Vicinity Map**



Source: Thomas Guide, 2010  
N:\1948\Figures\LLG1948 FIG 2-2  
NORTH



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## Figure 2-2

### Project Area Map



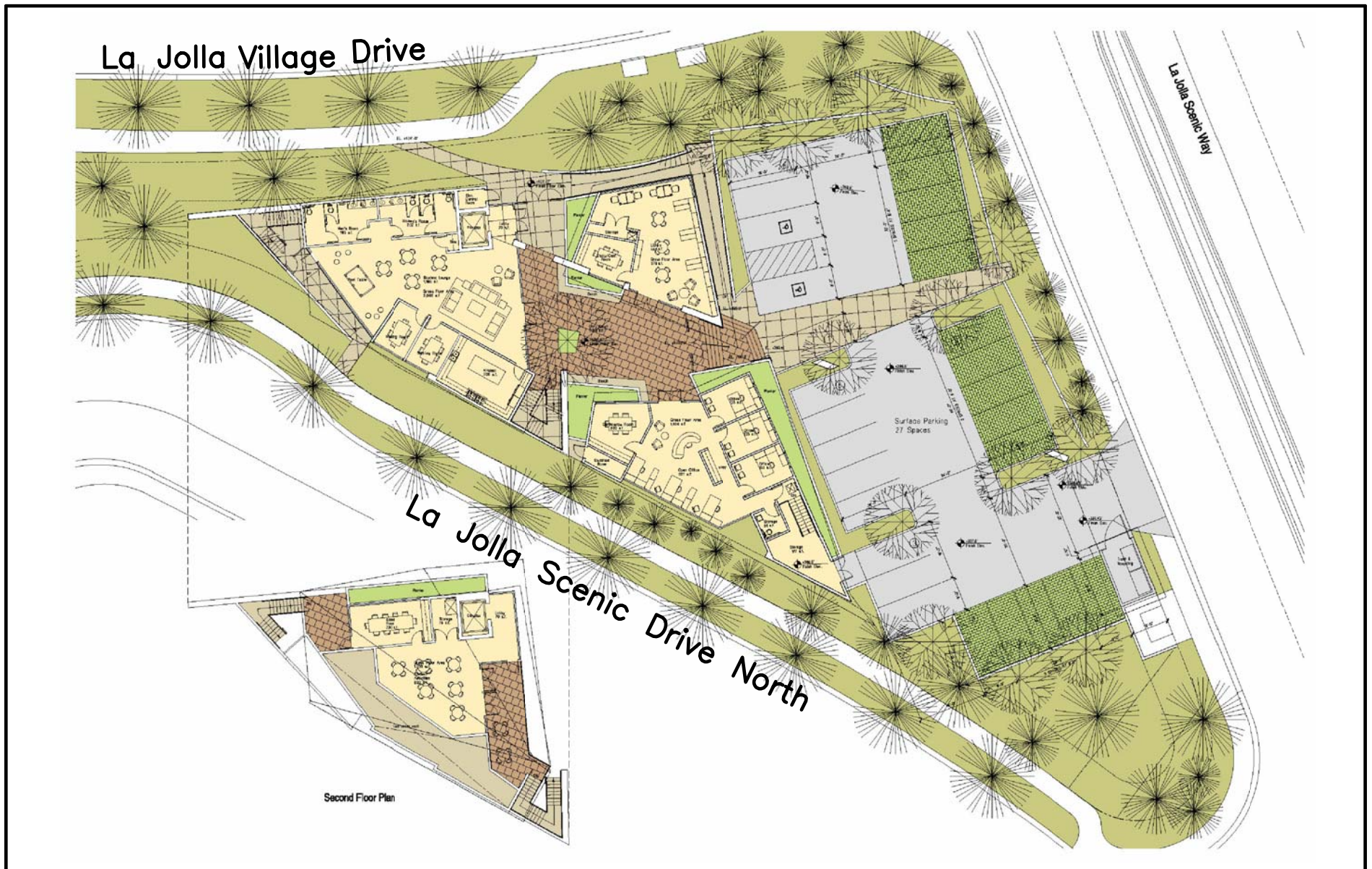


Figure 2-3  
Site Plan



## 3.0 EXISTING CONDITIONS

### 3.1 Existing Street Network

The following is a brief description of the existing street system in the project area. Street classifications are based on the La Jolla Community Plan Circulation Element. **Figure 3-1** shows an existing conditions diagram.

**La Jolla Village Drive** is classified as a 6-Lane Primary Arterial from Torrey Pines Road to Interstate 5 (I-5) in the La Jolla Community Plan. It is currently built as a six-lane divided roadway from I-5 to La Jolla Scenic Way. From La Jolla Scenic Way to Torrey Pines Road it is currently built as a six-lane undivided roadway with a striped median. From Torrey Pines Road continuing northwest it is a four-lane divided roadway. Curbside parking is prohibited. The intersections of La Jolla Village Drive with both Torrey Pines Road and La Jolla Scenic Way are signalized and the intersection of La Jolla Village Drive with Gilman Drive is grade-separated.



**La Jolla Scenic Way** is classified as a 2-Lane Collector in the La Jolla Community Plan. It is currently a four-lane divided roadway with an 80-foot curb-to-curb width for approximately 250 feet between La Jolla Village Drive and La Jolla Scenic Drive North before it transitions into La Jolla Scenic Drive North. Curbside parking is allowed. La Jolla Scenic Way at La Jolla Village Drive is currently a signalized intersection. La Jolla Scenic Way will provide access to the proposed development via a right-in/right-out driveway. The posted

speed limit is 30 mph.

**La Jolla Scenic Drive North** is classified as a 2-Lane Collector in the La Jolla Community Plan. Along the southern frontage of the project, it is a local roadway. It is currently striped as a three-lane roadway just south of La Jolla Scenic Way and then transitions to a two-lane roadway further south with a curb-to-curb width that varies between 75 and 85 feet. Curbside parking is allowed. La Jolla Scenic Way at La Jolla Scenic Drive North is an unsignalized intersection. The posted speed limit is 30 mph.





**Torrey Pines Road** is classified as a 4-Lane Major Street in the La Jolla Community Plan. It is currently a four-lane undivided roadway with a posted speed limit of 45 mph. The intersection of Torrey Pines Road and La Jolla Village Drive is currently signalized and parking is permitted along Torrey Pines Road.

**Cliffridge Avenue** is a two-lane undivided local roadway with no pavement markings or posted speed limit. Currently the intersection of Cliffridge Road and La Jolla Scenic Drive North is unsignalized with a stop control on Cliffridge Avenue.



### 3.2 Existing Bicycle & Pedestrian Network

Based on field observations, there are currently Class II bicycle facilities provided along La Jolla Village Drive and Torrey Pines Road within the study area. However, no bicycle facilities are provided along La Jolla Scenic Way and La Jolla Scenic Drive.

Based on field observations within the study area, the following pedestrian conditions are noted:

**La Jolla Village Drive:** Contiguous sidewalks are provided continuously along the north and south sides of La Jolla Village Drive. The intersections of La Jolla Village Drive at La Jolla Scenic Way and Torrey Pines Road provide controlled pedestrian crosswalks and are greatly utilized by UCSD patrons. Street crossing maneuvers are limited to two crosswalks at each three-legged intersection to reduce the potential for pedestrian/vehicular conflicts along this busy corridor and to most efficiently manage the signal timing.

A pedestrian pathway connects the UCSD campus to the La Jolla Village Drive/Torrey Pines Road intersection. This pathway is located in close proximity to the project site providing a direct connection for pedestrians between campus and the proposed Hillel facility.

**Figure 3–2** shows the location of the pedestrian pathway near the proposed project site.

**Torrey Pines Road:** Contiguous sidewalks are provided continuously along the east and west sides of Torrey Pines Road.

**La Jolla Scenic Way:** A contiguous sidewalk is provided along the east side of La Jolla Scenic way, however, no sidewalk is provided along the westerly portion.

**La Jolla Scenic Drive:** South of the La Jolla Scenic Drive North/La Jolla Scenic Way intersection, contiguous sidewalks are provided continuously along both sides of the roadways.

**La Jolla Scenic Drive North:** A contiguous sidewalk is provided along the south side of La Jolla Scenic Drive North, however, no sidewalk is currently provided along the northerly portion. The Hillel project proposes improvements to this portion of the right-of-way to provide a non-contiguous sidewalk with a landscape buffer from the roadway.

### ***UCSD Bicycle and Pedestrian Master Planning Study***

In April 2012, UCSD published a Bicycle and Pedestrian Master Planning Study (BPMPS) prepared by KTU+A and Fehr & Peers. This document was prepared to guide design and implementation of mobility infrastructure and programs as the campus population grows and facilities are planned and sited. According to the UCSD Survey of Pedestrian and Vehicle Traffic sourced in the BPMPS, winter 2011 data indicated that cyclists and pedestrians represent 2.8 percent and 8.0 percent of all persons entering UCSD, respectively, making their combined mode share 10.8 percent. According to the survey, the campus entrances with the largest number of cyclists and pedestrians are Torrey Pines Road, Gilman Drive, and La Jolla Shores Drive.

In addition to the collection of existing bicycle/pedestrian transportation mode data, a safety analysis was conducted. Data on all reported cyclist-vehicle and pedestrian-vehicle collisions within one mile of the UCSD campus between January 1, 2008 and December 31, 2010 was accessed from the California Highway Patrol's Statewide Integrated Traffic Records System (SWITRS). Within the period, one (1) pedestrian collision was documented at the La Jolla Village Drive/ Torrey Pines Road intersection and two (2) bicycle collisions were documented at the at the La Jolla Village Drive/ La Jolla Scenic Drive North intersection, representing a relatively low occurrence of collisions.

An online opinion survey was prepared for the BPMPS and was completed by over 2,000 students, faculty and staff. This information was used to augment the collision data as respondents felt the SWITRS data underreported safety hazards around the campus. Respondents did not express safety concerns regarding the La Jolla Village Drive intersections with Torrey Pines Road and La Jolla Scenic Drive North.

*Appendix A* contains excerpts from the BPMPS.

### **3.3 Existing Transit Conditions**

Based on the most recent information on the San Diego Metropolitan Transit System (MTS) website, the following transit conditions are noted.

Current local bus and express bus transit service is provided in the La Jolla Community via Routes 30, 41, 101, 921, and 150. A bus stop is located on the south side of La Jolla Village Drive adjacent to the project site that is proposed to remain with the proposed project.

The UCSD campus has an on-site Campus Loop Shuttle system that runs weekdays from 7:00 AM to midnight and weekends from 9:00 AM to 8:00 PM. Frequencies of pick-ups vary by the hour of the day and range between 10 minutes to 20 minutes. The UCSD Loop shuttles also extend further

out from campus and operate as the City, Coaster, East/Regents, Hillcrest/Campus, Mesa Housing, Sanford Consortium, and Scripps Institute of Oceanography shuttles. *Appendix A* also provides detailed route/schedule information for UCSD shuttle service.

In addition, shuttle service is provided to connect the UTC Transit Center to UCSD via the MTS SuperLoop on Routes 201 and 202 that runs an average of every 10 minutes during peak hours and 15 minutes during non-peak hours (between 9:00 AM and 3:00 PM and in the evening). Transfer service is available from the UTC Transit Center to additional transit routes serving the greater San Diego area.

### 3.4 Existing Traffic Volumes

Linscott, Law & Greenspan Engineers (LLG) commissioned AM/PM peak hour turning movement counts and 24-hour street segment counts for the study area locations in February 2010 while UCSD and public schools were in session. The study area peak hour intersection counts were conducted during both the AM (7:00-9:00) and PM (4:00-6:00) peak periods.

**Table 3–1** is a summary of the average daily traffic volumes (ADTs) commissioned in February 2010. **Figure 3–3** depicts the existing traffic volumes. **Appendix B** contains the manual intersection and segment count sheets.



**TABLE 3–1**  
**EXISTING ADT VOLUMES**

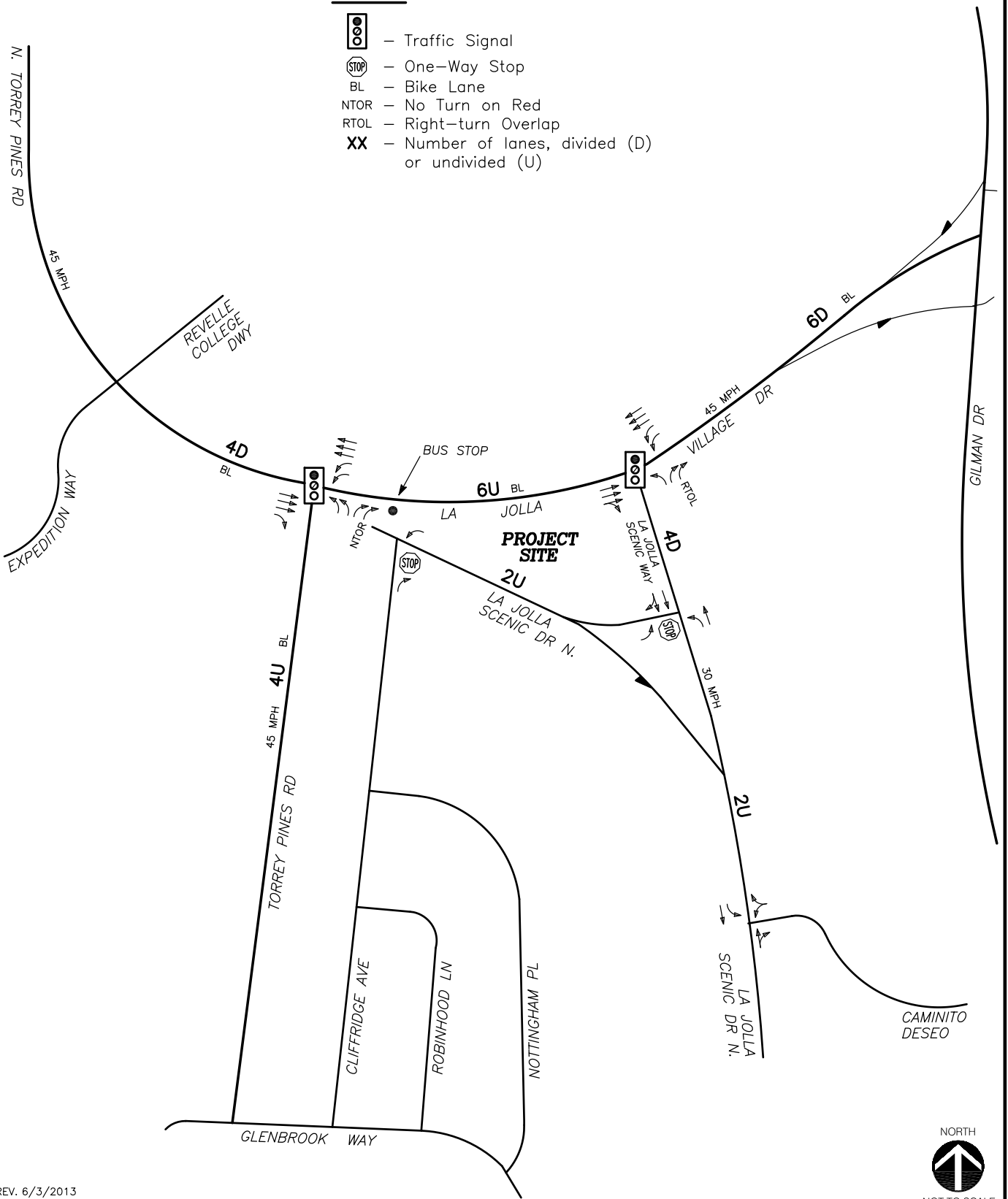
| Street Segment  | ADT <sup>a</sup> |
|---|------------------|
| <b>La Jolla Village Drive</b>                         |                  |
| Expedition Way to Torrey Pines Road                   | 32,570           |
| Torrey Pines Road to La Jolla Scenic Way              | 44,790           |
| La Jolla Scenic Way to Gilman Drive                   | 49,200           |
| <b>Torrey Pines Road</b>                              |                  |
| La Jolla Village Drive to Glenbrook Way               | 26,740           |
| <b>La Jolla Scenic Way</b>                            |                  |
| La Jolla Village Drive to La Jolla Scenic Drive North | 10,090           |
| <b>La Jolla Scenic Drive North</b>                    |                  |
| Cliffridge Avenue to La Jolla Scenic Way              | 1,320            |

**Footnotes:**

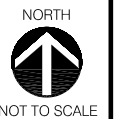
- a. Average Daily Traffic Volumes collected February 2010

# LEGEND

-  - Traffic Signal
-  - One-Way Stop
- BL - Bike Lane
- NTOR - No Turn on Red
- RTOL - Right-turn Overlap
- XX - Number of lanes, divided (D) or undivided (U)



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## Figure 3-1

## Existing Conditions Diagram



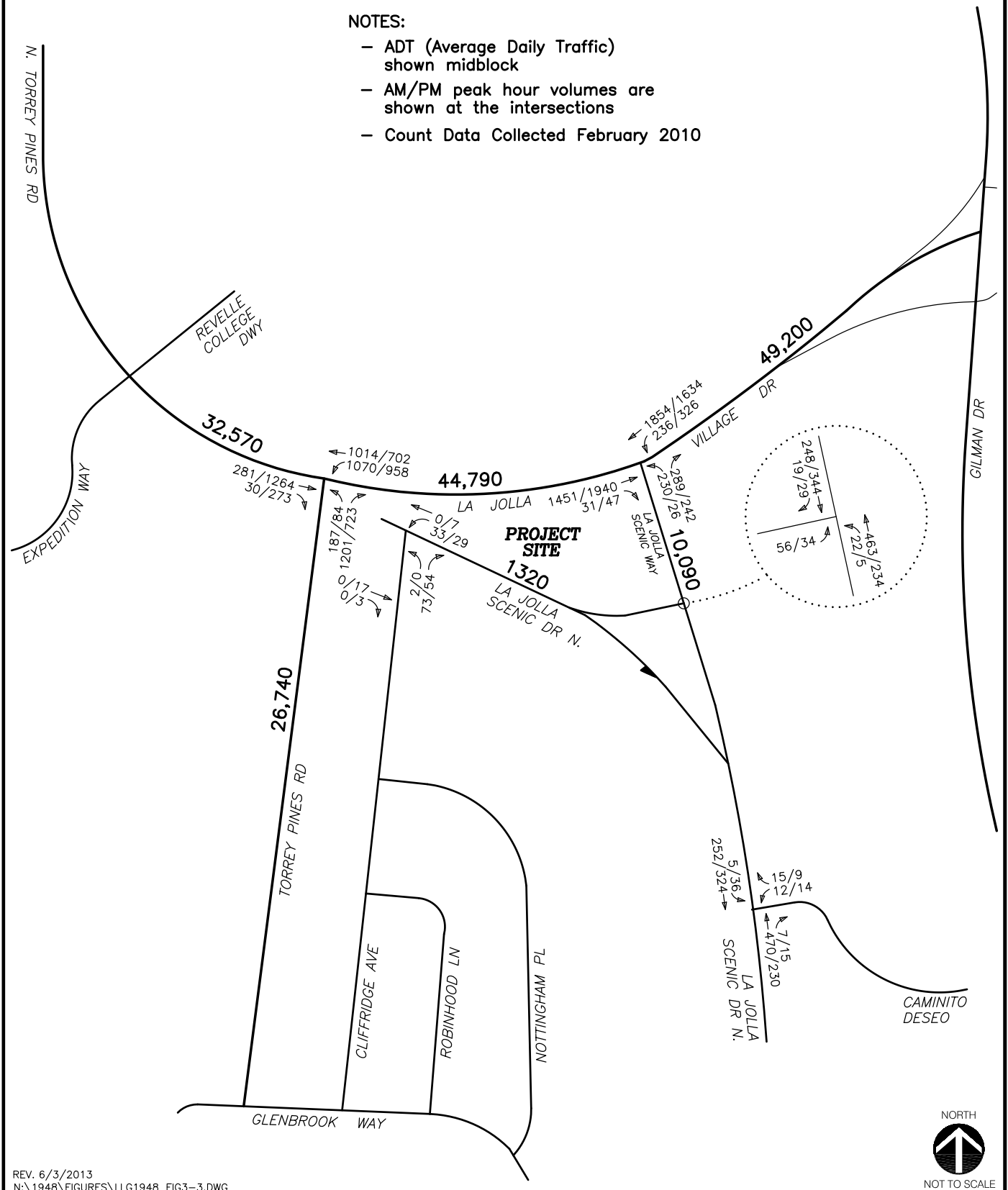


Figure 3-2

## UCSD to La Jolla Village Drive Pedestrian Pathway

**NOTES:**

- ADT (Average Daily Traffic) shown midblock
- AM/PM peak hour volumes are shown at the intersections
- Count Data Collected February 2010



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N:\1948\FIGURES\LLG1948 FIG3-3.DWG

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**Figure 3-3**  
**Existing Peak Hour Traffic Volumes**  
**AM/PM Peak Hours & ADT**

## 4.0 ANALYSIS APPROACH AND METHODOLOGY

### 4.1 Study Area

The study area includes the street network and intersections located along La Jolla Village Drive, La Jolla Scenic Way and La Jolla Scenic Drive North. Using City of San Diego and Regional San Diego Transportation Engineer's Council/Institute of Traffic Engineers (SANTEC/ITE) *Guidelines for Traffic Impact Studies in the San Diego Region*, a level of service (LOS) analysis should be performed on all local roadway segments, intersections, and freeway mainline locations where the project will add 50 or more peak hour trips in either direction. Since the project adds less than 50 peak hour directional trips to the entire street network, as discussed in the trip generation section of this report, the study area intersections were selected based on the project's trip distribution and reflect the most likely locations to be potentially impacted by the project. The project study area includes the following intersections:

#### ***Intersections:***

- La Jolla Village Drive/ Torrey Pines Road (signalized)
- La Jolla Village Drive/ La Jolla Scenic Way (signalized)
- La Jolla Scenic Drive North/ Cliffridge Road (unsignalized)
- La Jolla Scenic Drive North/ La Jolla Scenic Way (unsignalized)
- La Jolla Scenic Drive North/ Caminito Deseo (unsignalized)

#### ***Segments:***

##### La Jolla Village Drive

- Expedition Way to Torrey Pines Road
- Torrey Pines Road to La Jolla Scenic Way
- La Jolla Scenic Way to Gilman Drive

##### Torrey Pines Road

- La Jolla Village Drive to Glenbrook Way

##### La Jolla Scenic Way

- La Jolla Village Drive to La Jolla Scenic Drive North

##### La Jolla Scenic Drive North

- Cliffridge Avenue to La Jolla Scenic Way



## 4.2 Analysis Approach

This traffic analysis assesses the above mentioned key intersections in the project area. The study area intersections were analyzed in the following scenarios to determine the potential impacts to the road network:

- Existing
- Existing + Project
- Near-Term Without Project
- Near-Term With Project
- Year 2030 Without Project
- Year 2030 With Project

## 4.3 Methodology

Level of service (LOS) is the term used to denote the different operating conditions which occur on a given roadway segment under various traffic volume loads. It is a qualitative measure used to describe a quantitative analysis taking into account factors such as roadway geometries, signal phasing, speed, travel delay, freedom to maneuver, and safety. Level of service provides an index to the operational qualities of a roadway segment or an intersection. Level of service designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions. Level of service designation is reported differently for signalized intersections, unsignalized intersections, roadway segments and freeway segments.

### 4.3.1 Intersections

**Signalized intersections** were analyzed under AM and PM peak hour conditions. Average vehicle delay was determined utilizing the methodology found in Chapter 16 of the *2000 Highway Capacity Manual (HCM)*, with the assistance of the *Synchro* (version 7) computer software. The delay values (represented in seconds) were qualified with a corresponding intersection Level of Service (LOS).

The University of California, San Diego (UCSD) is located on the north side of La Jolla Village Drive with a direct pedestrian path connecting to the intersection of La Jolla Village Drive and Torrey Pines Road. Therefore, when analyzing the intersections along La Jolla Village Drive, both vehicular and pedestrian counts were included, as counted in the field.

**Unsignalized intersections** were analyzed under AM and PM peak hour conditions. Average vehicle delay and Levels of Service (LOS) was determined based upon the procedures found in Chapter 17 of the *2000 Highway Capacity Manual (HCM)*, with the assistance of the *Synchro* (version 7) computer software.

### 4.3.2 Street Segments

Street segment analysis is based upon the comparison of daily traffic volumes (ADTs) to the City of San Diego's *Roadway Classification, Level of Service, and ADT Table*. This table provides segment capacities for different street classifications, based on traffic volumes and roadway characteristics. The City of San Diego's *Roadway Classification, Level of Service, and ADT Table* is attached in **Appendix C**.

## 5.0 SIGNIFICANCE CRITERIA

According to the City of San Diego's *Significance Determination Thresholds* report dated January 2007, a project is considered to have a significant impact if the new project traffic has decreased the operations of surrounding roadways by a City defined threshold. For projects deemed complete on or after January 1, 2007, the City defined threshold by roadway type or intersection is shown in *Table 5-1*.

The impact is designated either a "direct" or "cumulative" impact. According to the City's *Significance Determination Thresholds* report,

"*Direct* traffic impacts are those projected to occur at the time a proposed development becomes operational, including other developments not presently operational but which are anticipated to be operational at that time (near term)."

"*Cumulative* traffic impacts are those projected to occur at some point after a proposed development becomes operational, such as during subsequent phases of a project and when additional proposed developments in the area become operational (short-term cumulative) or when affected community plan area reaches full planned build-out (long-term cumulative)."

It is possible that a project's near term (direct) impacts may be reduced in the long term, as future projects develop and provide additional roadway improvements (for instance, through implementation of traffic phasing plans). In such a case, the project may have direct impacts but not contribute considerably to a cumulative impact."

For intersections and roadway segments affected by a project, level of service (LOS) D or better is considered acceptable under both direct and cumulative conditions."

If the project exceeds the thresholds in *Table 5-1*, then the project may be considered to have a significant "direct" or "cumulative" project impact. A significant impact can also occur if a project causes the Level of Service to degrade from D to E, even if the allowable increases in *Table 5-1* are not exceeded. A feasible mitigation measure will need to be identified to return the impact within the City thresholds, or the impact will be considered significant and unmitigated.

**TABLE 5-1**  
**CITY OF SAN DIEGO**  
**TRAFFIC IMPACT SIGNIFICANT THRESHOLDS**

| Level of Service with Project <sup>b</sup> | Allowable Increase Due to Project Impacts <sup>a</sup> |             |                  |             |               |                            |
|--|--|-------------|------------------|-------------|---------------|----------------------------|
|  | Freeways   |             | Roadway Segments |             | Intersections | Ramp Metering <sup>c</sup> |
|  | V/C  | Speed (mph) | V/C              | Speed (mph) | Delay (sec.)  | Delay (min.)               |
| E  | 0.010  | 1.0         | 0.02             | 1.0         | 2.0           | 2.0                        |
| F  | 0.005  | 0.5         | 0.01             | 0.5         | 1.0           | 1.0                        |

**Footnotes:**

- a. If a proposed project's traffic causes the values shown in the table to be exceeded, the impacts are determined to be significant. The project applicant shall then identify feasible improvements (within the Traffic Impact Study) that will restore/and maintain the traffic facility at an acceptable LOS. If the LOS with the proposed project becomes unacceptable (see note b), or if the project adds a significant amount of peak-hour trips to cause any traffic queues to exceed on- or off-ramp storage capacities, the project applicant shall be responsible for mitigating the project's direct significant and/or cumulatively considerable traffic impacts.
- b. All LOS measurements are based upon Highway Capacity Manual procedures for peak-hour conditions. However, V/C ratios for roadway segments are estimated on an ADT/24-hour traffic volume basis (using Table 2 of the City's Traffic Impact Study Manual). The acceptable LOS for freeways, roadways, and intersections is generally "D" ("C" for undeveloped locations). For metered freeway ramps, LOS does not apply. However, ramp meter delays above 15 minutes are considered excessive.
- c. The allowable increase in delay at a ramp meter with more than 15 minutes of delay and freeway LOS E is 2 minutes and at LOS F is 1 minute.

**General Notes:**

1. Delay = Average control delay per vehicle measured in seconds for intersections, or minutes for ramp meters.
2. LOS = Level of Service
3. V/C = Volume to Capacity Ratio (capacity at LOS E should be used)
4. Speed = Arterial speed measured in miles per hour for Congestion Management Program (CMP) analyses

## 6.0 ANALYSIS OF EXISTING CONDITIONS

### 6.1 Peak Hour Intersection Levels of Service

**Table 6–1** summarizes the peak hour intersection operations for existing conditions. As seen in *Table 6–1*, all intersections are calculated to currently operate at LOS C or better during the peak hours.

*Appendix D* contains the existing intersection analysis worksheets.

### 6.2 Daily Street Segment Levels of Service

**Table 6–2** summarizes the existing roadway segment operations. As seen in *Table 6–2*, the segments currently operate at LOS D or better except for the following:

- La Jolla Village Drive between Torrey Pines Road and La Jolla Scenic Way – LOS E
- Torrey Pines Road between La Jolla Village Drive and Glenbrook Way – LOS E

**TABLE 6–1**  
**EXISTING INTERSECTION OPERATIONS**

| Intersection  | Control Type              | Peak Hour | Existing           |                  |
|---|---------------------------|-----------|--------------------|------------------|
|   |                           |           | Delay <sup>a</sup> | LOS <sup>b</sup> |
| 1. La Jolla Village Drive/ Torrey Pines Road        | Signal                    | AM<br>PM  | 21.6<br>33.1       | C<br>C           |
| 2. La Jolla Village Drive/ La Jolla Scenic Way      | Signal                    | AM<br>PM  | 15.2<br>20.8       | B<br>C           |
| 3. La Jolla Scenic Drive North/ Cliffridge Way      | OWSC <sup>c</sup>         | AM<br>PM  | 8.6<br>8.6         | A<br>A           |
| 4. La Jolla Scenic Way/ La Jolla Scenic Drive North | OWSC                      | AM<br>PM  | 14.0<br>12.3       | B<br>B           |
| 5. La Jolla Scenic Drive North/ Caminito Deseo      | Uncontrolled <sup>d</sup> | AM<br>PM  | 13.7<br>12.7       | B<br>B           |

**Footnotes**

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service.
- c. OWSC – One-Way Stop Controlled intersection. Minor street delay reported.
- d. This intersection is currently uncontrolled. However, Caminito Deseo was analyzed as the minor street stop-controlled movement since vehicles utilizing this movement were observed to stop.

| SIGNALIZED           |     | UNSIGNALIZED         |     |
|----------------------|-----|----------------------|-----|
| DELAY/LOS THRESHOLDS |     | DELAY/LOS THRESHOLDS |     |
| Delay                | LOS | Delay                | LOS |
| 0.0 ≤ 10.0           | A   | 0.0 ≤ 10.0           | A   |
| 10.1 to 20.0         | B   | 10.1 to 15.0         | B   |
| 20.1 to 35.0         | C   | 15.1 to 25.0         | C   |
| 35.1 to 55.0         | D   | 25.1 to 35.0         | D   |
| 55.1 to 80.0         | E   | 35.1 to 50.0         | E   |
| ≥ 80.1               | F   | ≥ 50.1               | F   |

**TABLE 6-2**  
**EXISTING SEGMENT OPERATIONS**

| Segment   | Functional Classification | LOS E Capacity <sup>a</sup> | Existing            |                  |                  |
|---|---------------------------|-----------------------------|---------------------|------------------|------------------|
|   |                           |                             | Volume <sup>b</sup> | LOS <sup>c</sup> | V/C <sup>d</sup> |
| <b>La Jolla Village Drive</b>                         |                           |                             |                     |                  |                  |
| Expedition Way to Torrey Pines Road                   | 4-Ln<br>Major Arterial    | 40,000                      | 32,570              | D                | 0.814            |
| Torrey Pines Road to La Jolla Scenic Way              | 6-Ln<br>Major Arterial    | 45,000 <sup>g</sup>         | 44,790              | E                | 0.995            |
| La Jolla Scenic Way to Gilman Drive                   | 6-Ln<br>Prime Arterial    | 60,000                      | 49,200              | C                | 0.820            |
| <b>Torrey Pines Road</b>                              |                           |                             |                     |                  |                  |
| La Jolla Village Drive to Glenbrook Way               | 4-Ln<br>Collector         | 30,000                      | 26,740              | E                | 0.891            |
| <b>La Jolla Scenic Way</b>                            |                           |                             |                     |                  |                  |
| La Jolla Village Drive to La Jolla Scenic Drive North | 2-Ln<br>Collector         | 15,000 <sup>e</sup>         | 10,090              | D                | 0.673            |
| <b>La Jolla Scenic Drive North</b>                    |                           |                             |                     |                  |                  |
| Cliffridge Avenue to La Jolla Scenic Way              | Sub-Collector             | 2,200 <sup>f</sup>          | 1,320               | ≥ C              | N/A              |

**Footnotes**

- a. Capacities based on City of San Diego Roadway Classification Table.
- b. Average Daily Traffic volumes.
- c. Level of Service.
- d. Volume to Capacity ratio.
- e. La Jolla Scenic Way has a curb-to-curb width varying between 75-85 feet with a striped center median. Therefore, a capacity of 15,000 was used in the analysis.
- f. Non Circulation Element Residential Collector capacity of LOS C threshold of 2,200 was utilized.
- g. La Jolla Village Drive between Torrey Pines Road and La Jolla Scenic Way is classified as and built to six-lane Major Arterial standards, with the exception of a raised center median. Therefore, the average capacity between a four-lane and six-lane Major Arterial was used.

## 7.0 TRIP GENERATION/DISTRIBUTION/ASSIGNMENT

### 7.1 Trip Generation

There are no local or national established trip generation rates for a facility such as this proposed project. Under such circumstances, the City and industry standard is to conduct a site-specific trip generation study. Thus, trips generated by the proposed Hillel facility were estimated based on historical site-specific data from the existing Hillel center (both the single-family residence adjacent to the proposed site and the existing on-campus space) and the proposed operations regarding the types of events/programs, the times these events/programs occur, and the number of attendees throughout the day. The existing Hillel center occupies a single-family residence located at 8976 Cliffridge Avenue, adjacent to the project site, and utilizes multipurpose space on the UCSD campus (location of on-campus events differ based on availability). Based on information provided by the applicant, it is expected that with the proposed facility, a typical Hillel program would draw between 10 and 30 students and, at most, 50 patrons to the site. However, for the purpose of being conservative in the trip generation assumptions for this report, a maximum of 100 persons were assumed to arrive at the student center during the peak timeframe of programs and events at the facility, which would be expected to occur midday between 10:00 AM and 2:00 PM. An additional 100 ins and 100 outs were spread throughout the remaining off-peak hours based on the expected attendance data from the UCSD and UCLA surveys (described below) for a total of 200 patrons throughout the daily hours of operations.

A historical monthly program guide was provided by the applicant indicating the dates and times of the social events to be held at the proposed facility. The hours of operations proposed at the Hillel facility are between 9:00 AM and 10:00 PM Monday through Friday. Shabbat services typically held on Friday evenings would continue to be held on campus at their current location, the UCSD International Center, and are therefore not included in the trip generation assumptions. Typical site activities would consist of small study groups, lectures, meetings, student computer access and general administrative activities, the majority of which do not occur during the typical AM and PM peak hours (7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM). *Appendix E* contains the historical program guide for the activities/events which currently occur at the existing Hillel premises. A column identifying the events which are currently held at different venues on campus are shown to be relocated to the proposed Hillel site. As previously mentioned, all events are proposed to take place at the new facility except for the Shabbat services which will continue to be held at the UCSD International Center. *Appendix E* also contains a location map for the residential property currently serving as the existing Hillel facility.

As previously mentioned, many users of the facility will come from UCSD, just north of the Hillel Facility along La Jolla Village Drive. It is expected that many patrons of the facility will walk from UCSD to attend the programs held at the site. In order to determine the number of patrons who would walk to the site instead of drive, three surveys were conducted by the applicant; one at the existing University of California, Los Angeles (UCLA) Hillel facility, one at the University of California, Santa Barbara (UCSB) Hillel center, and one among the students who currently attend Hillel-related activities at the UCSD campus. The UCLA Hillel facility is located approximately the same distance from the university campus as the proposed UCSD Hillel facility. The UCSB Hillel is

located just off campus (approximately two to three blocks) in the Isla Vista community which is predominately a student housing area. A map of each Hillel's location is included in *Appendix F*. Due to these facilities being situated in such close proximity to campus as the proposed project (directly adjacent to campus), they are good candidates from which to collect trip generation data. The survey conducted in March 2010 at UCLA had a sample size of 40 to 50 students. The results of the data collected show that on average 93 percent of the students attending Hillel programs walked to the existing facility while 7 percent drove. Of the 7 percent of students driving to the site, 100 percent of those trips were carpool trips. The UCSB survey conducted in October 2010 had a sample size of a maximum of 40 students depending on the day data was collected. The results of the survey show that on average, about 34 students occupied the center at one time. Of those 34 students, 84 percent walked to the existing facility while 16 percent drove. Carpool data was not obtained for the approximately six students driving to the site. The UCSD survey collected responses from 115 students. The results of this survey found that approximately 80 percent of the students stated in their response that they would walk to the Hillel facility at its proposed location. Of the 20% that suggested they would drive to the facility, just over half (5%) of those students responded that they would carpool. *Appendix G* contains the survey data collected for UCLA, UCSB and UCSD.

The results of the three surveys show that the majority of users of the facility currently walk or are expected to walk from their origin to their destination at the Hillel center. The average of the three surveys estimate that 87% of students currently walk or would walk to reach the facility. However, in order to be slightly conservative, it was assumed that 80 percent of patrons would walk to the site and 20 percent would drive. Of those 20 percent driving to the site, it was assumed the average vehicle occupancy would be two persons per vehicle, based on the survey data collected for UCLA and UCSD. (*Appendix G* contains the supporting carpool data). Currently, four (4) staff members work the existing Hillel center operations. Based on information provided by the applicant, seven (7) staffmembers would service the proposed facility. For purposes of calculating the trips generated by Hillel staff, it was assumed all 7 staffmembers would drive in individual vehicles to the site.

*Table 7-1* presents a daily breakdown of student and staff activity on a typical weekday based on a midday arrival of 100 students and arrival and departure patterns derived from the events/program log provided by the applicant (See *Appendix E*). As shown in *Table 7-1*, the proposed project is estimated to generate approximately 58 daily vehicle trips with an AM peak hour of 7 vehicles and a PM peak hour of 8 vehicles.

## **7.2 Trip Distribution/Assignment**

Based on information from the applicant, only UCSD undergraduate and graduate students are permitted membership in the Hillel of San Diego at UCSD organization. These students were assumed to be the primary trip generator for the Hillel center trip generation calculations. As indicated in the UCSD transportation mode survey, approximately 87% of the students surveyed currently walk or would walk to the Hillel center. Thus, the majority of the students would be oriented to/from campus, on-campus housing and nearby residential neighborhoods. The project trip distribution was estimated based on these factors as well as the site access and roadway network. The project-generated traffic was then assigned to the adjacent street system.

Access to the Hillel facility will be provided via a right-in/right-out driveway on La Jolla Scenic Way. Outbound traffic oriented to La Jolla Village Drive will need to make a southbound to northbound u-turn at the intersection of La Jolla Scenic Drive North / Caminito Deseo to reach their destination. Therefore, this intersection was specifically analyzed in this study. A field observation of the available turning radius at Caminito Deseo was compared to the required minimum design turning radius for standard passenger vehicles. Based on the field visit under existing roadway conditions, it was observed that more than 40 feet of internal turning radius is available to permit u-turns. Therefore, a u-turn is feasible at this intersection. In addition, the project will be conditioned to install a stop sign on the Caminito Deseo approach to this intersection. A more detailed discussion of site access is included in *Section 13.0* of this report.

**Figure 7–1** depicts the project traffic distribution. **Figure 7–2** depicts the total project traffic volumes.



TABLE 7-1  
TRIP GENERATION TABLE  
80% WALK / 20% DRIVE SCENARIO

| Time of Day      | Person Trips<br>(Walk/Bike or Drive) <sup>a</sup> |     |       |     | Mode of Travel               |     |                       |     |                       |     | Total Drive Trips |     |       |
|------------------|---|-----|-------|-----|------------------------------|-----|-----------------------|-----|-----------------------|-----|-------------------|-----|-------|
|                  |   |     |       |     | Walk/Bike Trips <sup>b</sup> |     | Drive Trips           |     |                       |     |                   |     |       |
|                  | Students  |     | Staff |     | Students                     |     | Students <sup>c</sup> |     | Staff <sup>d, e</sup> |     |                   |     |       |
|                  | In  | Out | In    | Out | In                           | Out | In                    | Out | In                    | Out | In                | Out | Total |
| 8:00 - 9:00 AM   | 0   | 0   | 7     | 0   | 0                            | 0   | 0                     | 0   | 7                     | 0   | 7                 | 0   | 7     |
| 9:00 - 10:00 AM  | 10  | 5   | 0     | 0   | 8                            | 4   | 1                     | 0   | 0                     | 0   | 1                 | 0   | 1     |
| 10:00 - 11:00 AM | 40  | 5   | 0     | 0   | 32                           | 4   | 4                     | 0   | 0                     | 0   | 4                 | 0   | 4     |
| 11:00 - NOON     | 30  | 10  | 0     | 0   | 24                           | 8   | 3                     | 1   | 0                     | 0   | 3                 | 1   | 4     |
| NOON - 1:00 PM   | 20  | 30  | 2     | 2   | 16                           | 24  | 2                     | 3   | 2                     | 2   | 4                 | 5   | 9     |
| 1:00 - 2:00 PM   | 10  | 30  | 0     | 0   | 8                            | 24  | 1                     | 3   | 0                     | 0   | 1                 | 3   | 4     |
| 2:00 - 3:00 PM   | 20  | 20  | 0     | 0   | 16                           | 16  | 2                     | 2   | 0                     | 0   | 2                 | 2   | 4     |
| 3:00 - 4:00 PM   | 10  | 10  | 0     | 0   | 8                            | 8   | 1                     | 1   | 0                     | 0   | 1                 | 1   | 2     |
| 4:00 - 5:00 PM   | 5   | 0   | 0     | 0   | 4                            | 0   | 0                     | 0   | 0                     | 0   | 0                 | 0   | 0     |
| 5:00 - 6:00 PM   | 10  | 20  | 0     | 5   | 8                            | 16  | 1                     | 2   | 0                     | 5   | 1                 | 7   | 8     |
| 6:00 - 7:00 PM   | 30  | 5   | 0     | 0   | 24                           | 4   | 3                     | 1   | 0                     | 0   | 3                 | 1   | 4     |
| 7:00 - 8:00 PM   | 10  | 25  | 0     | 0   | 8                            | 20  | 1                     | 3   | 0                     | 0   | 1                 | 3   | 4     |
| 8:00 - 9:00 PM   | 5   | 30  | 0     | 2   | 4                            | 24  | 1                     | 3   | 0                     | 2   | 1                 | 5   | 6     |
| 9:00 - 10:00 PM  | 0   | 10  | 0     | 0   | 0                            | 8   | 0                     | 1   | 0                     | 0   | 0                 | 1   | 1     |
| Total            | 200   | 200 | 9     | 9   | 160                          | 160 | 20                    | 20  | 9                     | 9   | 29                | 29  | 58    |

**Footnotes**

- a. Number of persons coming into and out of the site, not accounting for mode of access (note: 100 students assumed to arrive at the facility between 10 AM and 2 PM on a busy day with 100 additional off-peak ins and outs throughout the remainder of the day).
- b. Number of students coming into and out of the site either by walk or bike.
- c. Assumes a student vehicle occupancy rate of two (2) persons per vehicle based on UCSD and UCLA survey data collected.
- d. All 7 staffmembers were assumed to drive alone to the facility.
- e. Assumes staffmembers enter and leave the site during the noon to 1:00 PM lunch hour.

**General Notes:**

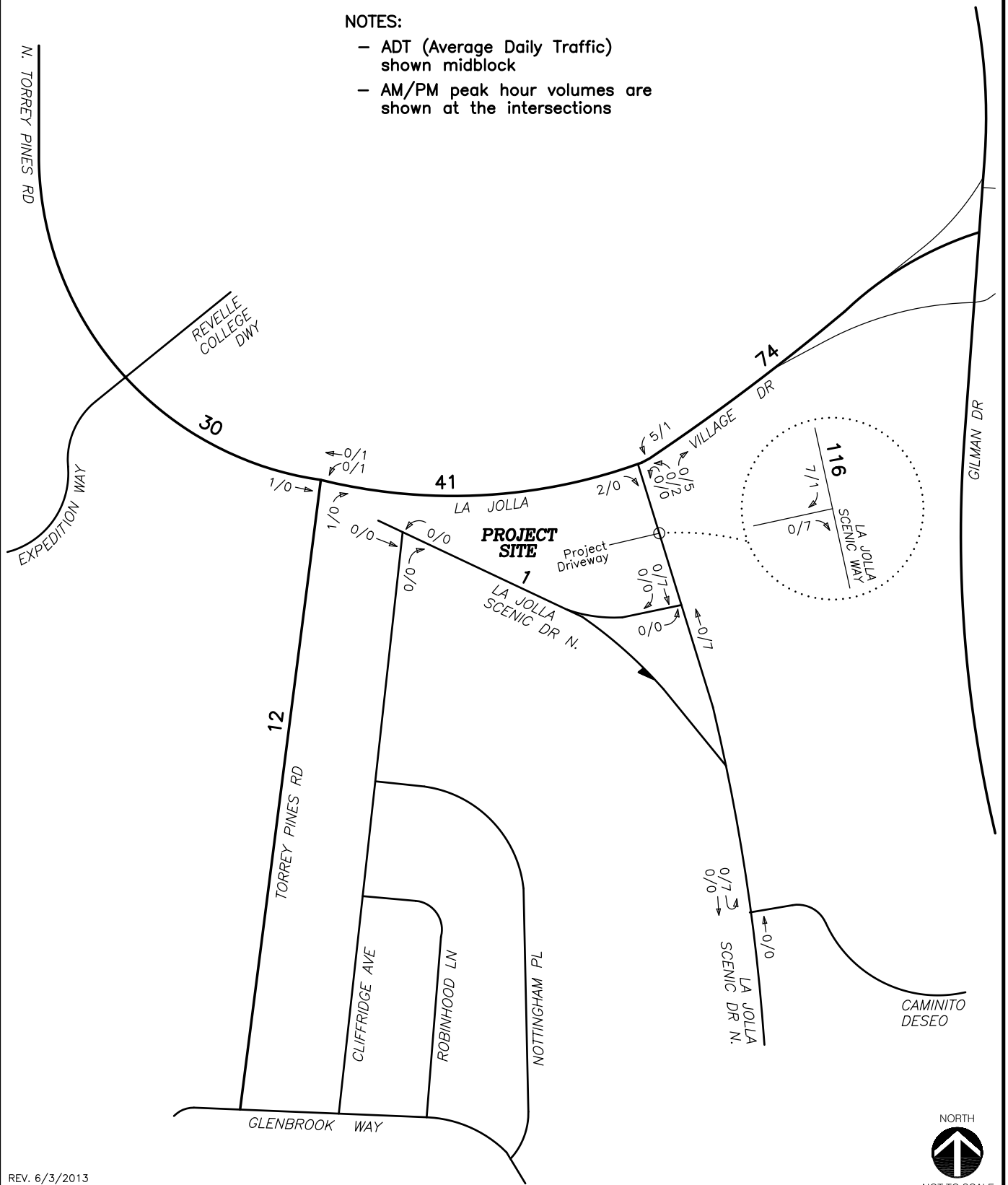
**Bold** typeface and **shading** represent highest project traffic during the peak hours of 7-9 AM and 4-6 PM.

The peak hours for adjacent street traffic occur between 8-9 AM and 5-6 PM based on counts on La Jolla Village Drive between Torrey Pines Road and La Jolla Scenic Drive, over a 24-hour period, as shown in *Appendix B*.



NOTES:

- ADT (Average Daily Traffic) shown midblock
- AM/PM peak hour volumes are shown at the intersections



REV. 6/3/2013  
N:\1948\FIGURES\LLG1948 FIG7-2.DWG

LINSCOTT  
LAW &  
GREENSPAN  
engineers

**Figure 7-2**  
**Project Traffic Volumes**  
**AM/PM Peak Hours & ADT**

## 8.0 ANALYSIS OF EXISTING + PROJECT SCENARIO

An “Existing + Project” analysis has been provided for the Hillel project traffic in response to the recent case of *Sunnyvale West Neighborhood Association v. City of Sunnyvale City Council*, (2010) to ensure that the traffic study includes an analysis of the Existing + Project without assuming either additional cumulative projects or additional road improvements in the baseline condition.

### 8.1 Existing + Project Analysis

#### 8.1.1 Intersection Analysis

Since many students currently walk to/from the UCSD campus utilizing the intersections of La Jolla Village Drive / Torrey Pines Road and La Jolla Village Drive / La Jolla Scenic Way, the number of pedestrians collected in the peak hour intersection count data were included in the peak hour analysis.

**Table 8–1** summarizes the peak hour intersection operations for the Existing + Project condition. As seen in **Table 8–1**, all key signalized intersections are calculated to operate at LOS C or better conditions with the addition of project traffic.

The critical movements at the unsignalized intersections are calculated to continue to operate at LOS B or better conditions.

Since all intersections are calculated to continue to operate at an acceptable LOS C or better with the addition of the project, **no significant impacts** were calculated.

**Appendix H** contains the peak hour intersection analysis worksheets for the Existing + Project condition.

#### 8.1.2 Segment Operations

**Table 8–2** summarizes the segment operations in the study area for the Existing + Project condition. As seen in **Table 8–2**, the following study area segments are calculated to operate at LOS E or F with the addition of project traffic:

- La Jolla Village Drive between Torrey Pines Road and La Jolla Scenic Way – LOS E
- Torrey Pine Road between La Jolla Village Drive and Glenbrook Way – LOS E

The V/C increase due to the project at these two street segments does not exceed 0.02. Therefore, **no significant impacts** were calculated.

**Figure 8–1** shows the Existing + Project traffic volumes.

**TABLE 8-1**  
**EXISTING + PROJECT INTERSECTION OPERATIONS**

| Intersection   | Control Type              | Peak Hour | Existing           |                  | Existing + Project |     | $\Delta$ Delay <sup>c</sup> | Impact Type |
|--|---------------------------|-----------|--------------------|------------------|--------------------|-----|-----------------------------|-------------|
|  |                           |           | Delay <sup>a</sup> | LOS <sup>b</sup> | Delay              | LOS |                             |             |
| 1. La Jolla Village Drive/<br>Torrey Pines Road        | Signal                    | AM        | 21.6               | C                | 21.6               | C   | 0.0                         | None        |
|  |                           | PM        | 33.1               | C                | 33.1               | C   | 0.0                         | None        |
| 2. La Jolla Village Drive/<br>La Jolla Scenic Way      | Signal                    | AM        | 15.2               | B                | 15.3               | B   | 0.1                         | None        |
|  |                           | PM        | 20.8               | C                | 21.0               | C   | 0.2                         | None        |
| 3. La Jolla Scenic Drive North/<br>Cliffridge Way      | OWSC <sup>d</sup>         | AM        | 8.6                | A                | 8.6                | A   | 0.0                         | None        |
|  |                           | PM        | 8.6                | A                | 8.6                | A   | 0.0                         | None        |
| 4. La Jolla Scenic Way/ La<br>Jolla Scenic Drive North | OWSC                      | AM        | 14.0               | B                | 14.0               | B   | 0.0                         | None        |
|  |                           | PM        | 12.3               | B                | 12.4               | B   | 0.1                         | None        |
| 5. La Jolla Scenic Drive North/<br>Caminito Deseo      | Uncontrolled <sup>e</sup> | AM        | 13.7               | B                | 13.7               | B   | 0.0                         | None        |
|  |                           | PM        | 12.7               | B                | 12.8               | A   | 0.1                         | None        |

**Footnotes:**

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service.
- c. Increase in delay due to project.
- d. OWSC – One-Way Stop Controlled intersection. Minor street delay reported.
- e. This intersection is currently uncontrolled. However, Caminito Deseo was analyzed as the minor street stop-controlled movement since vehicles utilizing this movement were observed to stop.

| SIGNALIZED           |     | UNSIGNALIZED         |     |
|----------------------|-----|----------------------|-----|
| DELAY/LOS THRESHOLDS |     | DELAY/LOS THRESHOLDS |     |
| Delay                | LOS | Delay                | LOS |
| 0.0 ≤ 10.0           | A   | 0.0 ≤ 10.0           | A   |
| 10.1 to 20.0         | B   | 10.1 to 15.0         | B   |
| 20.1 to 35.0         | C   | 15.1 to 25.0         | C   |
| 35.1 to 55.0         | D   | 25.1 to 35.0         | D   |
| 55.1 to 80.0         | E   | 35.1 to 50.0         | E   |
| ≥ 80.1               | F   | ≥ 50.1               | F   |

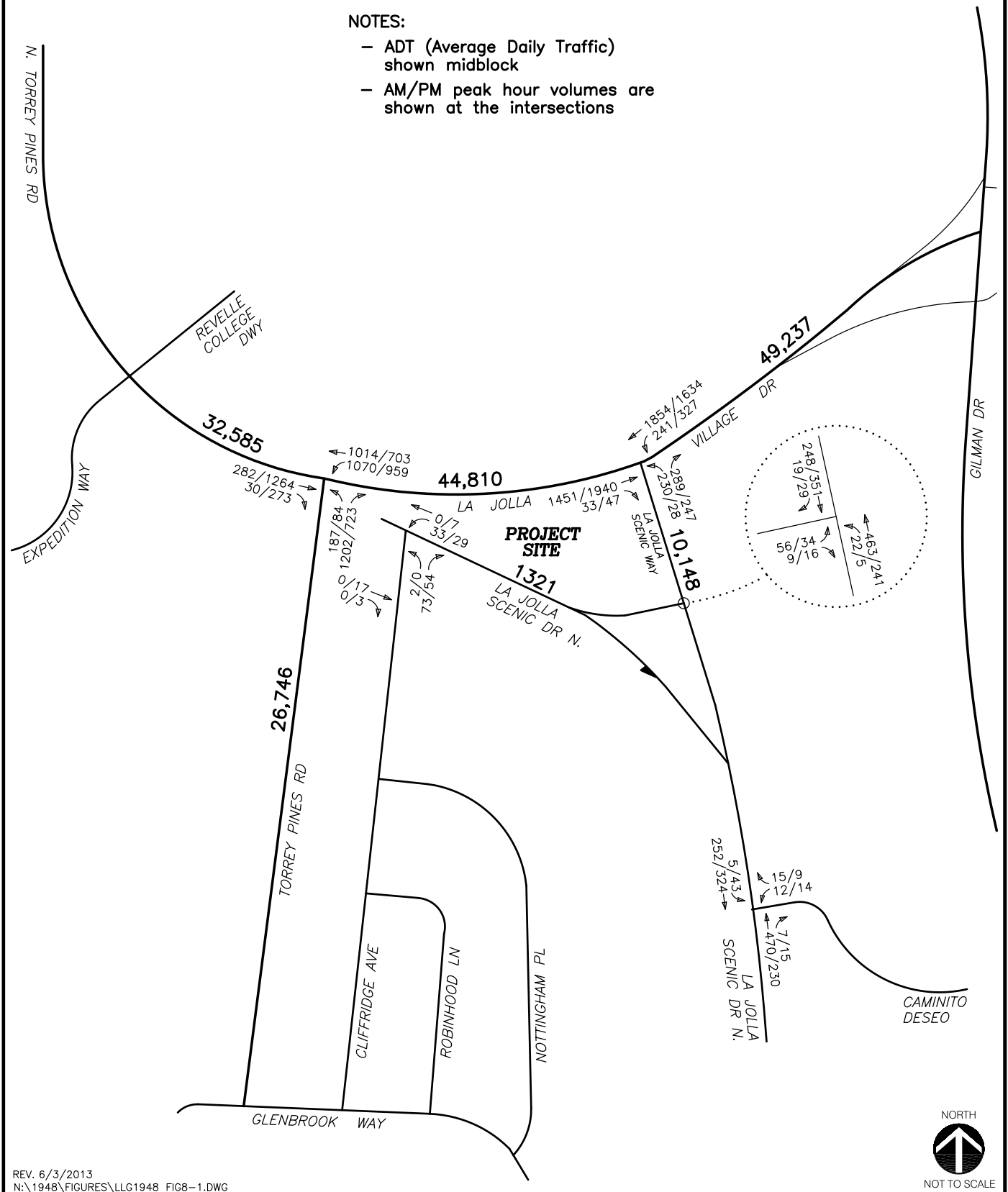
**TABLE 8-2**  
**EXISTING + PROJECT SEGMENT OPERATIONS**

| Street Segment  | Functional Classification | LOS E Capacity <sup>a</sup> | Existing         |                  |                  | Existing + Project |          |       | $\Delta$ V/C <sup>e</sup> | Impact Type |
|---|---------------------------|-----------------------------|------------------|------------------|------------------|--------------------|----------|-------|---------------------------|-------------|
|   |                           |                             | ADT <sup>b</sup> | LOS <sup>c</sup> | V/C <sup>d</sup> | ADT                | LOS      | V/C   |                           |             |
| <b>La Jolla Village Drive</b>                         |                           |                             |                  |                  |                  |                    |          |       |                           |             |
| Expedition Way to Torrey Pines Road                   | 4-Ln Major Arterial       | 40,000                      | 32,570           | D                | 0.814            | 32,585             | D        | 0.815 | 0.001                     | None        |
| Torrey Pines Road to La Jolla Scenic Way              | 6-Ln Major Arterial       | 45,000 <sup>h</sup>         | 44,790           | E                | 0.995            | 44,810             | E        | 0.996 | 0.001                     | None        |
| La Jolla Scenic Way to Gilman Drive                   | 6-Ln Prime Arterial       | 60,000                      | 49,200           | C                | 0.820            | 49,237             | C        | 0.821 | 0.001                     | None        |
| <b>Torrey Pines Road</b>                              |                           |                             |                  |                  |                  |                    |          |       |                           |             |
| La Jolla Village Drive to Glenbrook Way               | 4-Ln Collector            | 30,000                      | 26,740           | E                | 0.891            | 26,746             | E        | 0.892 | 0.001                     | None        |
| <b>La Jolla Scenic Way</b>                            |                           |                             |                  |                  |                  |                    |          |       |                           |             |
| La Jolla Village Drive to La Jolla Scenic Drive North | 2-Ln Collector            | 15,000 <sup>f</sup>         | 10,090           | D                | 0.673            | 10,148             | D        | 0.677 | 0.004                     | None        |
| <b>La Jolla Scenic Drive North</b>                    |                           |                             |                  |                  |                  |                    |          |       |                           |             |
| Cliffridge Avenue to La Jolla Scenic Way              | Sub-Collector             | 2,200 <sup>g</sup>          | 1,320            | $\geq C$         | N/A              | 1,321              | $\geq C$ | N/A   | N/A                       | None        |

**Footnotes:**

- a. City of San Diego Roadway Capacity Standards.
- b. Average Daily Traffic volumes.
- c. Level of Service
- d. Volume to Capacity ratio.
- e. Increase in V/C due to project.
- f. La Jolla Scenic Way has a curb-to-curb width varying between 75-85 feet with a striped center median. Therefore, a capacity of 15,000 was used in the analysis.
- g. Non Circulation Element Residential Collector capacity of LOS C threshold of 2,200 was utilized.
- h. La Jolla Village Drive between Torrey Pines Road and La Jolla Scenic Way is classified as and built to six-lane Major Arterial standards, with the exception of a raised center median. Therefore, the average capacity between a four-lane and six-lane Major Arterial was used.

- ADT (Average Daily Traffic) shown midblock
- AM/PM peak hour volumes are shown at the intersections



### Figure 8-1

## Existing + Project Traffic Volumes

HILLEL CENTER OF JEWISH LIFE

## 9.0 NEAR-TERM CUMULATIVE PROJECTS DISCUSSION

The City of San Diego requires other reasonably foreseeable projects in the nearby area to be included in the near-term analysis in order to account for projects that could be reasonably expected to be open and operating by the project's expected opening day in Year 2015 (but after existing counts were taken in February 2010). Based on discussions with City of San Diego staff, it was determined that 16 cumulative development projects should be included in the analysis (the UCSD Long-Range Development Plan consists of four individual projects that are expected to be built and occupied between the date of this project's existing counts and its expected opening day of 2015/2016). The following is a brief description of these cumulative projects. In addition, for purposes of being conservative, a growth factor of two percent (2%) was applied to the existing traffic volumes to account for any other unanticipated growth in traffic volumes in the area.

It should be noted that cumulative projects expected in the near-term condition were also included in the Year 2030 long-term conditions. *Section 11.0* of this report discusses Year 2030 traffic conditions in greater detail.

**Figure 9-1** provides a location map of all cumulative projects. **Figure 9-2** shows the Cumulative Projects traffic volumes, **Figure 9-3** shows the Existing + Cumulative Projects traffic volumes, and **Figure 9-4** shows the Existing + Cumulative Projects + Project traffic volumes.

### 9.1 Description of Cumulative Projects

1. **Southwest Fisheries** project is bound by La Jolla Shores Drive on the west, north, and east sides and Shellback Way on the south, within the UCSD/SIO campus in the City of San Diego. The existing site lies along the west side of La Jolla Shores Drive and just north of the Biological Grade Driveway. The project proposes to demolish two (approximately 40,000 sf) of the four existing structures on the west side of La Jolla Shores Drive and replace them with a new 124,000 square foot (sf) research and development building on the east side of La Jolla Shores Drive, a net increase of 84,000 sf. The "net" project is calculated to generate 672 ADT with 97 inbound / 11 outbound trips during the AM peak hour and 9 inbound / 85 outbound trips during the PM peak hour. The "gross" project would generate approximately 992 ADT with 145 inbound / 15 outbound trips during the AM peak hour and 15 inbound / 125 outbound trips during the PM peak hour. The traffic study for this project was completed by Linscott, Law & Greenspan, Engineers (November 2008). This project is approved but not yet constructed. Thus, traffic generated by this cumulative project was included in the near-term condition.
2. **Scripps Hospital CUP III Expansion** traffic information was obtained from the traffic consultant for that project, RBF Engineers. LLG coordinated directly with RBF staff to obtain the most up-to-date Scripps CUP III trip generation tables and regional distribution for the project (March, 2011). The Year 2015 (near-term) project trip generation for this project is 3,097 average daily trips (ADT), with 195 inbound/84 outbound trips during the AM peak hour, and 93 inbound/217 outbound trips during the PM peak hour. This project is approved. Therefore, traffic generated by this cumulative project was included in the near-term condition.



3. **Salk Institute** is an institute for Biological Studies. This project is calculated to generate 1,682 ADT with 270 trips during the AM peak hour (243 inbound/27 outbound) and 236 trips during the PM peak hour (24 inbound/212 outbound) based on a traffic study prepared by Urban Systems Associates (September 2006). This project is approved but not yet constructed. Thus, traffic generated by this cumulative project was included in the near-term condition.
4. **UCSD Long-Range Development Plan (LRDP)** Based upon discussion with UCSD, it was determined that several potential near-term projects could be constructed and occupied by the time the proposed project comes online in 2015. These cumulative, on-campus projects include East Campus developments such as the Clinical and Technical Research Institute (CTRI), East Campus Bed Tower, the Sulpizio Cardiovascular Center (CVC) and the East Campus Office Building (ECOB). On the West Campus, UCSD anticipates development of additional on-campus housing units by 2015-2016, although these are anticipated to benefit overall traffic by reducing the amount of non-resident (commuter) students who would otherwise constitute trips on the system. The following are the traffic volumes anticipated to be generated by these projects in the near-term condition:
  - a. **Clinical and Technical Research Institute (CTRI)** is located on the UCSD East Campus Medical Center in the Health Sciences Neighborhood, sits north of the Sulpizio Cardiovascular Center (CVC) and Thornton Hospital and west of the East Campus Parking Structure (ECPS), above the southwest end of the north canyon which extends easterly from the I-5 corridor. The project proposes construction of a 360,000 gross square foot building providing easy access between research and clinical activities due to its proximity to the East Campus Medical Center. The project trip generation for 360,000 square feet of research and development is 2,880 average daily trips (ADT), with 415 inbound/46 outbound trips during the AM peak hour, and 40 inbound/363 outbound trips during the PM peak hour. The traffic study for this project was completed by Linscott, Law & Greenspan, Engineers (April 2011).
  - b. **East Campus Bed Tower** proposes to expand the existing Thornton Hospital by adding a bed tower with up to 245 beds. The project trip generation assuming a 245-bed development is 4,900 average daily trips (ADT), with 309 inbound/132 outbound trips during the AM peak hour, and 147 inbound/343 outbound trips during the PM peak hour. The traffic study for this project was completed by Linscott, Law & Greenspan, Engineers (April 2010).
  - c. **Sulpizio Cardiovascular Center** recently opened in 2011 after completion of construction to develop a 125,000 square foot dedicated cardiovascular patient center in December 2010. The project was estimate to generate 823 average daily trips (ADT), with 48 inbound/12 outbound trips during the AM peak hour, and 22 inbound/50 outbound trips during the PM peak hour. The traffic study for this project was completed by Katz, Okitsu & Associates (November 2005). Since traffic counts were taken prior to opening of this facility, the forecasted trip generation and trip assignment was included in the cumulative analysis.

- d. **East Campus Office Building** is currently under construction to develop approximately 45,000 square feet of new space for office, administrative, and clinical research activities. The project is estimated to generate 457 average daily trips (ADT), with 26 inbound/22 outbound trips during the AM peak hour, and 14 inbound/27 outbound trips during the PM peak hour.
5. **Venter Institute** is located at the southwest corner of the intersection of La Jolla Village Drive and Torrey Pines Road as part of the University of California, San Diego (UCSD) campus. The Venter Institute is a 45,000-square foot scientific research and development center located on Parcel 4 of the Scripps Upper Mesa neighborhood within the Scripps Institute of Oceanography. The project is estimated to generate 360 ADT, with 52 inbound/6 outbound trips during the AM peak hour, and 5 inbound/45 outbound trips during the PM peak hour. A Site Access Study for this project was completed by Fehr & Peers (May 2007). Subsequent to the Fehr & Peers study, LLG recently prepared a revised traffic study in May 2013 redistributing project trips based on changes to the site access. The 2007 Fehr & Peers study analyzed the study area assuming a restricted right-in/right-out only access to Torrey Pines Road. The Venter Institute has revised the site plan to only provide access to Expedition Way (full access driveway). Access to Torrey Pines Road would be eliminated. The cumulative analysis in this report assumes the trip assignment associated with the full access on Expedition Way. This project is approved and is currently under construction. Thus, traffic generated by this cumulative project was included in the near-term condition. It should be noted the recent LLG traffic study served to analyze changes to the proposed access only under separate cover from the approved study.
6. **La Jolla Medical Building** is a redevelopment of the El Torito restaurant located at 8910 La Jolla Village Drive. The project proposes to construct approximately 15,000 square feet of medical office space. Using City of San Diego trip rates, the project is estimated to generate approximately 300 ADT, with 14 inbound/4 outbound trips during the AM peak hour, and 10 inbound/ 23 outbound trips during the PM peak hour. This project is currently under review. Thus, traffic generated by this cumulative project was included in the near-term condition.
7. **La Jolla Crossroads II** proposes to construct 309 multi-family residences at 9015 Judicial Drive in the Community of University City. The project is estimated to generate approximately 1,854 ADT, with 30 inbound/118 outbound trips during the AM peak hour, and 117 inbound/49 outbound trips during the PM peak hour based on information contained in the *Additional Information Statement* for the La Jolla Crossroads EIR, October 2012. This project is approved but not yet under construction. For purposes of being conservative, traffic generated by this cumulative project was included in the near-term condition.
8. **Nexus Center** is located adjacent to the La Jolla Crossroads project on Judicial Drive and proposes to construct approximately 191,000 square feet of research & development/office space. The project is estimated to generate approximately 1,915 ADT, with 276 inbound/31 outbound trips during the AM peak hour, and 27 inbound/241 outbound trips during the PM peak hour based on information provided in the Darnell & Associates *Traffic Study for Nexus Properties R&D*, March 2005. This project is approved and is currently under construction. Thus, traffic generated by this cumulative project was included in the near-term condition.

9. **Palazzo Condominiums** proposes to construct approximately 30 multi-family residences at 2402 N. Torrey Pines Road. Using City of San Diego trip rates, the project is estimated to generate approximately 180 ADT, with 3 inbound/11 outbound trips during the AM peak hour, and 11 inbound/5 outbound trips during the PM peak hour. This project is approved and is currently under construction. Therefore, traffic generated by this cumulative project was included in the near-term condition.
10. **La Jolla Centre III** proposes to construct approximately 278,800 square feet of commercial office space and is located near the intersections of Judicial Drive, Executive Drive, and Town Centre Drive in the Community of University City. The project is estimated to generate approximately 4,162 ADT, with 487 inbound/54 outbound trips during the AM peak hour, and 117 inbound/466 outbound trips during the PM peak hour based upon cumulative project information found in the City approved *Scripps Hospital CUP III Traffic Impact Study*, prepared by RBF, May 2012. This project is approved but not yet under construction. Thus, traffic generated by this cumulative project was included in the near-term condition.
11. **Monte Verde** proposes to construct approximately 560 multi-family residences and is located near the intersections of La Jolla Village Drive, Regents Road, and Campus Point Drive in the Community of University City. The project is estimated to generate approximately 3,360 ADT, with 54 inbound/215 outbound trips during the AM peak hour, and 235 inbound/101 outbound trips during the PM peak hour based on the Kimley-Horn and Associates *Monte Verde Traffic Study*, December 2004. This project is approved but is not yet constructed. For purposes of being conservative, traffic generated by this cumulative project was included in the near-term condition.
12. **Scripps Green Hospital** proposes to construct approximately 39,024 square feet of hospital land use located on Genesee Avenue north of N. Torrey Pines Road. The project is estimated to generate approximately 780 ADT, with 49 inbound/21 outbound trips during the AM peak hour, and 23 inbound/55 outbound trips during the PM peak hour based on the Urban Systems Associates, Inc. *Scripps Green Hospital/Scripps Green Health Traffic Study*, November 2007. This project is approved but is not yet constructed. Thus, traffic generated by this cumulative project was included in the near-term condition.
13. **9339 Genesee Executive Plaza** proposes to convert approximately 22,500 square feet of existing standard commercial office space to medical office space located at 9339 Genesee Avenue in the Community of University City. The project is estimated to generate approximately 971 ADT, with 14 inbound/11 outbound trips during the AM peak hour, and 31 inbound/48 outbound trips during the PM peak hour. LLG completed the traffic study for this project in September 2010. This project is approved but not yet constructed. Thus, traffic generated by this cumulative project was included in the near-term condition.
14. **Torrey Pines Glider Port Expansion** proposes to expand the operations of the existing City Park (glider port) located at 2800 Torrey Pines Scenic Drive in the Community of La Jolla. The project is estimated to generate approximately 180 ADT, with 3 inbound/3 outbound trips during the AM peak hour, and 5 inbound/9 outbound trips during the PM peak hour based on the *Torrey Pines City Park General Development Plan Traffic Impact Study*, RBF

Consulting, May 2012. This project is approved but is not yet constructed. Therefore, traffic generated by this cumulative project was included in the near-term condition.

**15. UTC Revitalization Project** is a Master Planned Development Plan (MRDP) with variable development programs that can respond to changing market conditions and desire of the community of University City. The original project proposed up to 750,000 square feet retail and 250 dwelling units with several alternative project scenarios based on a trip generation equivalency. The intent of the MPDP is to allow flexibility in the development program while ensuring the alternative project scenarios have been addressed by the analysis of the original project. At a maximum, the project is estimated to generate approximately 21,900 ADT, with 315 inbound/207 outbound trips during the AM peak hour, and 1,011 inbound/964 outbound trips during the PM peak hour. LLG completed the traffic study for this project in January 2008. This project is approved, is partially completed and open, and is currently under construction. Therefore, the completed portion of traffic generated by this cumulative project (assumed 50%) was included in the near-term condition.

**16. La Jolla Commons III Community Plan Amendment (CPA)** proposes land use changes to the current plan for a mixed-use development of a 450,000 SF mid-rise office building, a 25-story residential tower with 120 units, a 325-room hotel, other general office development (mainly for scientific research), and open space. The amendment would eliminate the residential uses to increase the Development Intensity Element of the University Community Plan designating this portion of the site to develop as office use, a hotel, or a mix of hotel and office use. The project is bound by Executive Drive, La Jolla Village Drive, and Judicial Drive. One mid-rise office building tower of the project is completed and partially occupied. This cumulative project would be expected to generate 10,319 ADT with 680 inbound/200 outbound trips during the AM peak hour, and 425 inbound/ 681 outbound trips during the PM peak hour at buildout. Trip generation information was based upon cumulative project information found in the City approved *Scripps Hospital CUP III Traffic Impact Study*, prepared by RBF, May 2012. This project is approved with the exception of the proposed changes to eliminate the residential uses in the CPA. It would not be expected that traffic generated by this CPA would be on the study area street system by the opening of the proposed project in Year 2015. Therefore, no cumulative project traffic was included in the near-term condition.

*Appendix I* contains the individual cumulative projects manual assignment sheets.

## 9.2 Summary of Cumulative Project Trips

**TABLE 9-1**  
**CUMULATIVE PROJECTS SUMMARY**

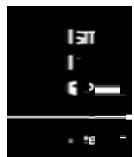
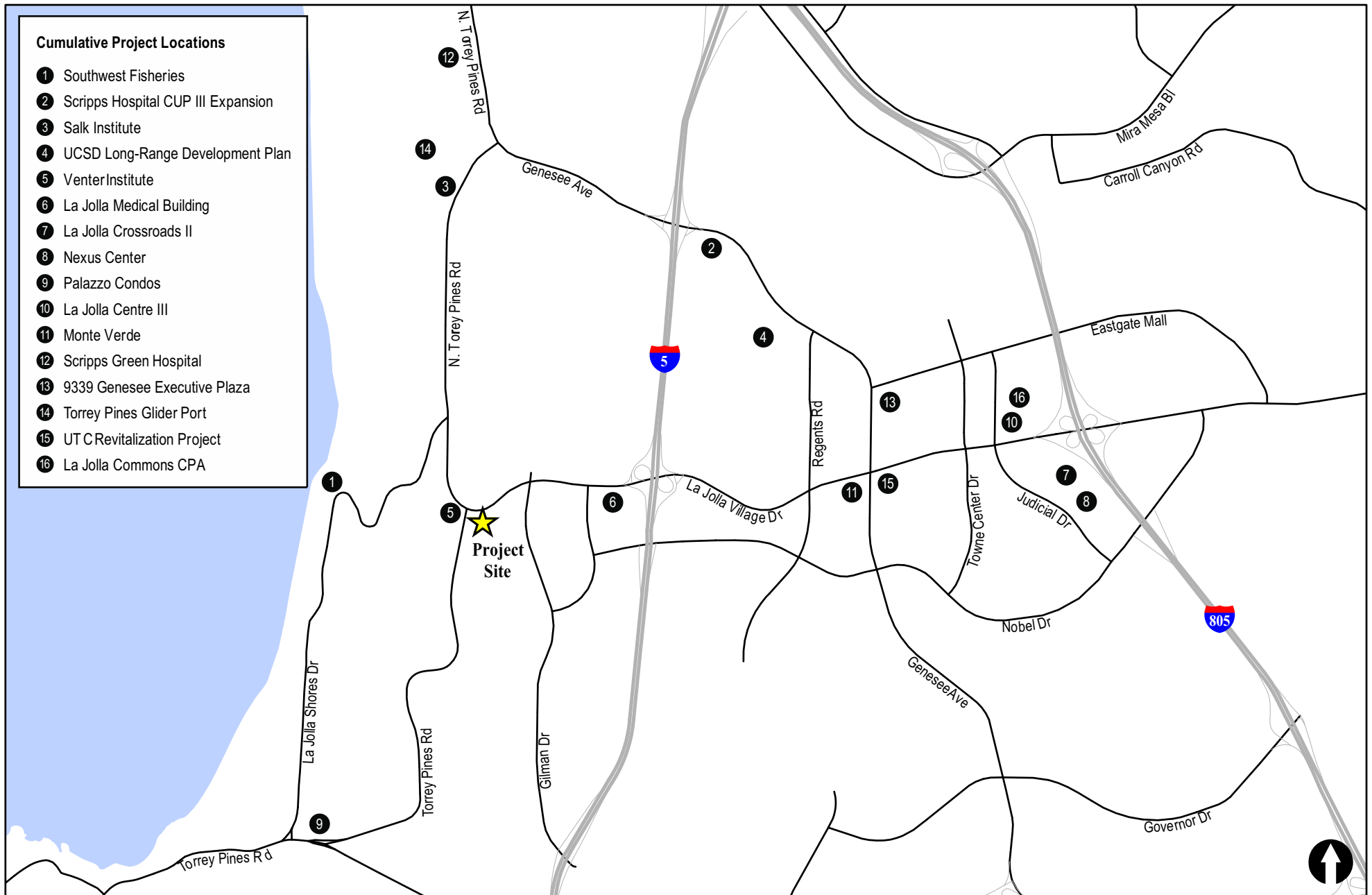
| No.                      | Name   | Project  | ADT   | AM  |     | PM  |     | Status                        |
|--------------------------|--|--|-------|-----|-----|-----|-----|-------------------------------|
|                          |  |  |       | In  | Out | In  | Out |                               |
| 1                        | Southwest Fisheries                          | Net 84 KSF Research & Development  | 992   | 145 | 15  | 15  | 125 | Approved, Not Yet Constructed |
| 2                        | Scripps Hospital CUP III Expansion           | 115 KSF Hospital, 195.2 KSF Medical Office/Retail/Ancillary, -36.1 KSF Scientific Research | 3,097 | 195 | 84  | 93  | 217 | Approved, Not Yet Constructed |
| 3                        | Salk Institute                               | Net 219.2 KSF Scientific Research  | 1,682 | 243 | 27  | 24  | 212 | Approved, Not Yet Constructed |
| 4                        | UCSD Long-Range Development Plan             |  |       |     |     |     |     |                               |
|                          | a. Clinical and Technical Research Institute | 360 KSF Research & Development   | 2,880 | 415 | 46  | 40  | 363 | Unknown                       |
|                          | b. East Campus Bed Tower                     | 245 Hospital Beds  | 4,900 | 309 | 132 | 147 | 343 | Unknown                       |
|                          | c. Sulpizio Cardiovascular Center            | 125 KSF Medical Center   | 823   | 48  | 12  | 22  | 50  | Unknown                       |
|                          | d. East Campus Office Building               | 45 KSF Medical Office/Research   | 457   | 26  | 22  | 14  | 27  | Unknown                       |
| 5                        | Venter Institute                             | 45 KSF Research & Development  | 360   | 52  | 6   | 5   | 45  | Approved, Not Yet Constructed |
| 6                        | La Jolla Medical Building                    | 15 KSF Medical Office  | 300   | 14  | 4   | 10  | 23  | Under Review                  |
| 7                        | La Jolla Crossroads II                       | 309 MFDU   | 1,854 | 30  | 118 | 117 | 49  | Approved, Not Yet Constructed |
| 8                        | Nexus Center                                 | 191 KSF Research & Development/Office  | 1,915 | 276 | 31  | 27  | 241 | Approved, Not Yet Constructed |
| 9                        | Palazzo Condos                               | 30 MFDU  | 180   | 3   | 11  | 11  | 5   | Approved, Not Yet Constructed |
| 10                       | La Jolla Centre III                          | 278.8 KSF Commercial Office  | 4,162 | 487 | 54  | 117 | 466 | Approved, Not Yet Constructed |
| 11                       | Monte Verde CPA                              | 560 MFDU   | 3,360 | 54  | 215 | 235 | 101 | Approved, Not Yet Constructed |
| (Continued on Next Page) |  |  |       |     |     |     |     |                               |

**TABLE 9-1**  
**CUMULATIVE PROJECTS SUMMARY**

| No.                            | Name                         | Project   | ADT    | AM    |       | PM    |       | Status                        |  |
|--------------------------------|------------------------------|---|--------|-------|-------|-------|-------|-------------------------------|--|
|                                |                              |   |        | In    | Out   | In    | Out   |                               |  |
| (Continued from Previous Page) |                              |   |        |       |       |       |       |                               |  |
| 12                             | Scripps Green Hospital       | 39,024 KSF Hospital                             | 780    | 49    | 21    | 23    | 55    | Approved, Not Yet Constructed |  |
| 13                             | 9339 Genesee Executive Plaza | 22.5 KSF Commercial Office                      | 971    | 14    | 11    | 31    | 48    | Approved, Not Yet Constructed |  |
| 14                             | Torrey Pines Glider Port     | Expansion                                       | 180    | 3     | 3     | 5     | 9     | Approved, Not Yet Constructed |  |
| 15                             | UTC Revitalization Project   | 750 KSF Regional Retail/250 MFDU                | 21,900 |       | 315   | 207   | 1,011 | 964                           | Approved, Partially Completed and Open               |
| 16                             | La Jolla Commons CPA         | 450,000 SF R&D-Office/ 120 MFDU/ 325 room hotel | 10,319 |       | 680   | 200   | 425   | 681                           | Partially Approved, Partially Completed and Occupied |
| Total Cumulative Projects      |                              |   | 61,112 | 3,358 | 1,219 | 2,372 | 4,024 | —                             |  |

**General Notes:**

1. Cumulative projects with an "Unknown" status were included in the near-term conditions for purposes of being conservative.



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Date: 9/18/13

Figure 9-1

## Cumulative Projects Location Map

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NOTES:

- ADT (Average Daily Traffic) shown midblock
- AM/PM peak hour volumes are shown at the intersections

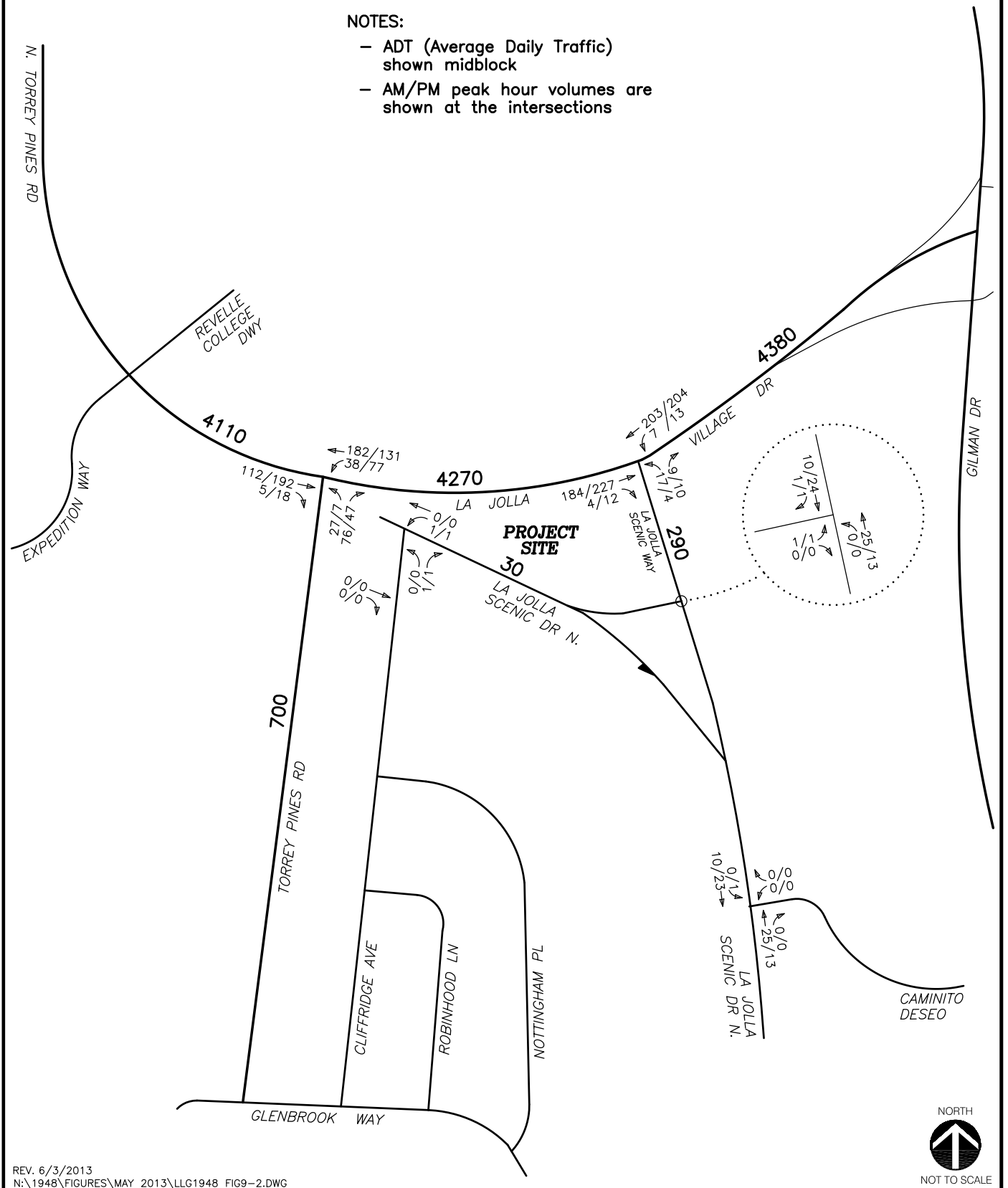


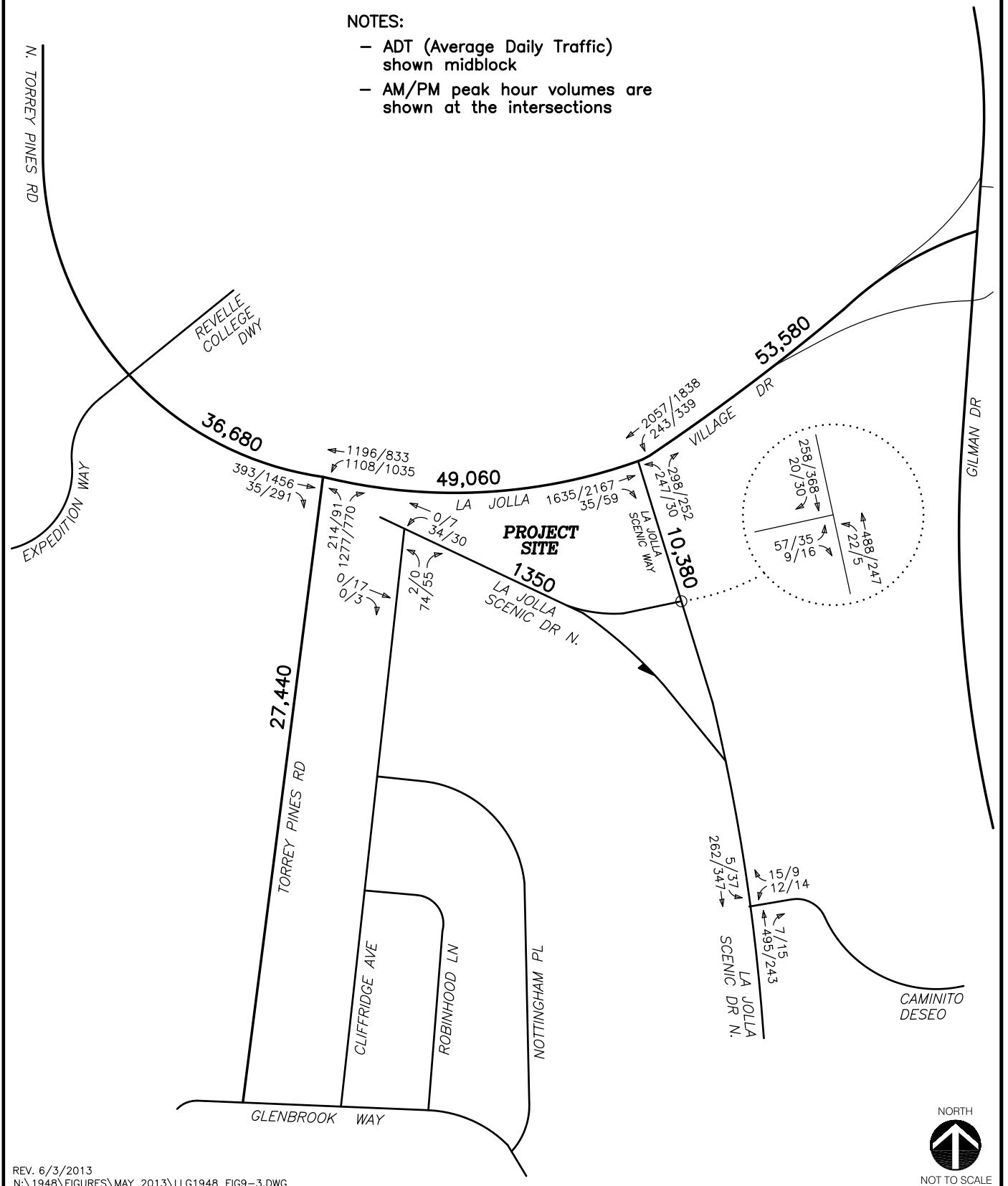
Figure 9-2

Cumulative Projects Traffic Volumes  
AM/PM Peak Hours & ADT



**NOTES:**

- ADT (Average Daily Traffic) shown midblock
- AM/PM peak hour volumes are shown at the intersections

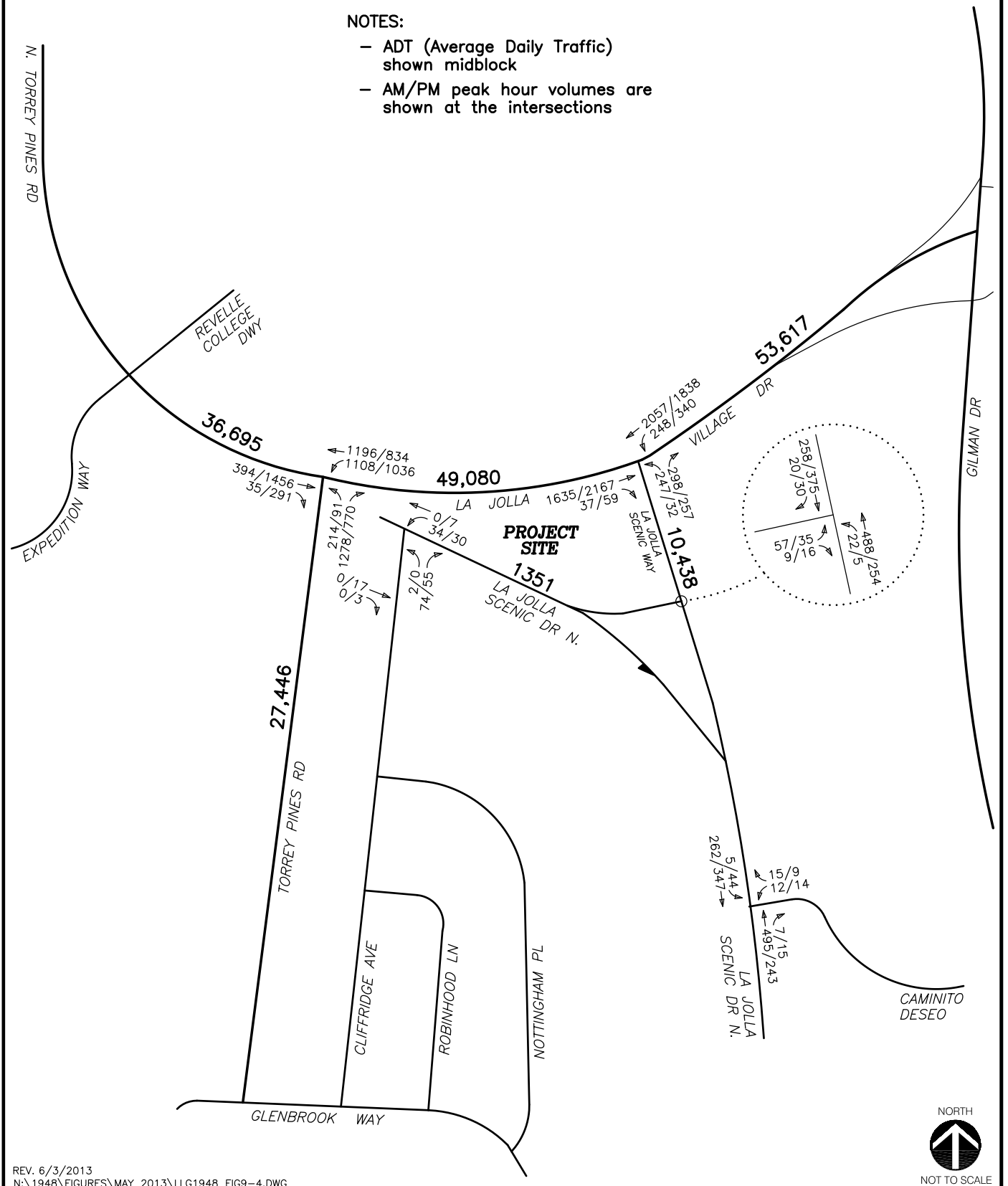


**Figure 9-3**

**Existing + Cumulative Projects Traffic Volumes  
AM/PM Peak Hours & ADT**

**NOTES:**

- ADT (Average Daily Traffic) shown midblock
- AM/PM peak hour volumes are shown at the intersections



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**Figure 9-4**

**Existing + Cumulative Projects + Project Traffic Volumes**  
AM/PM Peak Hours & ADT

## 10.0 ANALYSIS OF NEAR-TERM SCENARIOS

### 10.1 Existing + Cumulative Projects

#### 10.1.1 Intersection Analysis

Since many students currently walk to/from the UCSD campus utilizing the intersections of La Jolla Village Drive / Torrey Pines Road and La Jolla Village Drive / La Jolla Scenic Way, the number of pedestrians collected in the peak hour intersection count data were included in the peak hour analysis.

**Table 10–1** summarizes the peak hour intersection operations for the Existing + Cumulative Projects conditions. As seen in *Table 10–1*, all key signalized intersections are calculated to operate at LOS D or better conditions with the addition of cumulative projects traffic.

The critical movements at the unsignalized intersections are calculated to continue to operate at LOS B or better conditions.

**Appendix J** contains the peak hour intersection analysis worksheets for the Existing + Cumulative +Projects conditions.

#### 10.1.2 Segment Operations

**Table 10–2** summarizes the key segment operations in the study area for the Existing + Cumulative Projects conditions. As seen in *Table 10–2*, the following study area segments are calculated to operate at LOS E or F with the addition of cumulative projects traffic:

- La Jolla Village Drive between Expedition Way and Torrey Pines Road – LOS E
- La Jolla Village Drive between Torrey Pines Road and La Jolla Scenic Way – LOS F
- Torrey Pines Road between La Jolla Village Drive and Glenbrook Way – LOS E

### 10.2 Existing + Cumulative Projects + Project

#### 10.2.1 Intersection Analysis

*Table 10–1* summarizes the peak hour intersection operations for Existing + Cumulative Projects + Project conditions. As seen in *Table 10–1*, key signalized intersections are calculated to continue to operate at LOS D or better conditions with the addition of cumulative projects and project traffic.

The critical movements at the unsignalized intersections are calculated to continue to operate at LOS B or better conditions.

Since all intersections are calculated to continue to operate at an acceptable LOS D or better with the addition of the project, ***no significant impacts*** were calculated.

**Appendix K** contains the + Cumulative Projects +Project intersection analysis worksheets.

### 10.2.2 Segment Operations

Table 10–2 summarizes the + Cumulative Projects +Project roadway segment operations. As seen in Table 10–2, the following study area segments continue to operate at LOS E or F with the addition of cumulative projects and project traffic:

- La Jolla Village Drive between Expedition Way and Torrey Pines Road – LOS E
- La Jolla Village Drive between Torrey Pines Road and La Jolla Scenic Way – LOS F
- Torrey Pines Road between La Jolla Village Drive and Glenbrook Way – LOS E

The V/C increase due to the project on the street segments operating at LOS E does not exceed 0.02 and the project-induced V/C increase on the street segments operating at LOS F does not exceed 0.01. Therefore, *no significant impacts* were calculated.

**TABLE 10–1**  
**NEAR-TERM INTERSECTION OPERATIONS**

| Intersection   | Control Type              | Peak Hour | Existing + Cumulative Projects |                  | Existing + Cumulative Projects+ Project |     | Δ Delay <sup>c</sup> | Impact Type |
|--|---------------------------|-----------|--------------------------------|------------------|---|-----|----------------------|-------------|
|  |                           |           | Delay <sup>a</sup>             | LOS <sup>b</sup> | Delay                                   | LOS |                      |             |
| 1. La Jolla Village Drive/<br>Torrey Pines Road        | Signal                    | AM        | 26.3                           | C                | 26.4                                    | C   | 0.1                  | None        |
|  |                           | PM        | 45.8                           | D                | 45.8                                    | D   | 0.0                  | None        |
| 2. La Jolla Village Drive/<br>La Jolla Scenic Way      | Signal                    | AM        | 16.5                           | B                | 16.5                                    | B   | 0.0                  | None        |
|  |                           | PM        | 24.4                           | C                | 24.7                                    | C   | 0.3                  | None        |
| 3. La Jolla Scenic Drive North/<br>Cliffridge Way      | OWSC <sup>d</sup>         | AM        | 8.6                            | A                | 8.6                                     | A   | 0.0                  | None        |
|  |                           | PM        | 8.6                            | A                | 8.6                                     | A   | 0.0                  | None        |
| 4. La Jolla Scenic Way/ La<br>Jolla Scenic Drive North | OWSC                      | AM        | 14.4                           | B                | 14.4                                    | B   | 0.0                  | None        |
|  |                           | PM        | 12.7                           | B                | 12.8                                    | B   | 0.1                  | None        |
| 5. La Jolla Scenic Drive North/<br>Caminito Deseo      | Uncontrolled <sup>e</sup> | AM        | 14.1                           | B                | 14.1                                    | B   | 0.0                  | None        |
|  |                           | PM        | 13.1                           | B                | 13.3                                    | B   | 0.2                  | None        |

**Footnotes:**

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service.
- c. Increase in delay due to project.
- d. OWSC – One-Way Stop Controlled intersection. Minor street delay reported.
- e. This intersection is currently uncontrolled. However, Caminito Deseo was analyzed as the minor street stop-controlled movement since vehicles utilizing this movement were observed to stop.

| SIGNALIZED           |     | UNSIGNALIZED         |     |
|----------------------|-----|----------------------|-----|
| DELAY/LOS THRESHOLDS |     | DELAY/LOS THRESHOLDS |     |
| Delay                | LOS | Delay                | LOS |
| 0.0 ≤ 10.0           | A   | 0.0 ≤ 10.0           | A   |
| 10.1 to 20.0         | B   | 10.1 to 15.0         | B   |
| 20.1 to 35.0         | C   | 15.1 to 25.0         | C   |
| 35.1 to 55.0         | D   | 25.1 to 35.0         | D   |
| 55.1 to 80.0         | E   | 35.1 to 50.0         | E   |
| ≥ 80.1               | F   | ≥ 50.1               | F   |

**TABLE 10-2**  
**NEAR-TERM SEGMENT OPERATIONS**

| Street Segment  | Functional Classification | LOS E Capacity <sup>a</sup> | Existing + Cumulative Projects |                  |                  | Existing + Cumulative Projects + Project |          |       | $\Delta$ V/C <sup>e</sup> | Impact Type |
|---|---------------------------|-----------------------------|--------------------------------|------------------|------------------|--|----------|-------|---------------------------|-------------|
|   |                           |                             | ADT <sup>b</sup>               | LOS <sup>c</sup> | V/C <sup>d</sup> | ADT                                      | LOS      | V/C   |                           |             |
| <b>La Jolla Village Drive</b>                         |                           |                             |                                |                  |                  |  |          |       |                           |             |
| Expedition Way to Torrey Pines Road                   | 4-Ln Major Arterial       | 40,000                      | 36,680                         | E                | 0.917            | 36,695                                   | E        | 0.917 | 0.000                     | None        |
| Torrey Pines Road to La Jolla Scenic Way              | 6-Ln Major Arterial       | 45,000 <sup>h</sup>         | 49,060                         | F                | 1.090            | 49,080                                   | F        | 1.091 | 0.000                     | None        |
| La Jolla Scenic Way to Gilman Drive                   | 6-Ln Prime Arterial       | 60,000                      | 53,580                         | D                | 0.893            | 53,617                                   | D        | 0.894 | 0.001                     | None        |
| <b>Torrey Pines Road</b>                              |                           |                             |                                |                  |                  |  |          |       |                           |             |
| La Jolla Village Drive to Glenbrook Way               | 4-Ln Collector            | 30,000                      | 27,440                         | E                | 0.915            | 27,446                                   | E        | 0.915 | 0.000                     | None        |
| <b>La Jolla Scenic Way</b>                            |                           |                             |                                |                  |                  |  |          |       |                           |             |
| La Jolla Village Drive to La Jolla Scenic Drive North | 2-Ln Collector            | 15,000 <sup>f</sup>         | 10,380                         | D                | 0.692            | 10,438                                   | D        | 0.696 | 0.004                     | None        |
| <b>La Jolla Scenic Drive North</b>                    |                           |                             |                                |                  |                  |  |          |       |                           |             |
| Cliffridge Avenue to La Jolla Scenic Way              | Sub-Collector             | 2,200 <sup>g</sup>          | 1,350                          | $\geq C$         | N/A              | 1,351                                    | $\geq C$ | N/A   | N/A                       | None        |

**Footnotes:**

- a. City of San Diego Roadway Capacity Standards.
- b. Average Daily Traffic volumes.
- c. Level of Service
- d. Volume to Capacity ratio.
- e. Increase in V/C due to project.
- f. La Jolla Scenic Way has a curb-to-curb width varying between 75-85 feet with a striped center median. Therefore, a capacity of 15,000 was used in the analysis.
- g. Non Circulation Element Residential Collector capacity of LOS C threshold of 2,200 was utilized.
- h. La Jolla Village Drive between Torrey Pines Road and La Jolla Scenic Way is classified as and built to six-lane Major Arterial standards, with the exception of a raised center median. Therefore, the average capacity between a four-lane and six-lane Major Arterial was used.

## **11.0 YEAR 2030 CONDITIONS**

### **11.1 Year 2030 Network Conditions**

No network improvements were assumed on the street system within the study area in the 2030 analysis.

### **11.2 Year 2030 Traffic Volumes**

#### **11.2.1 Year 2030 Without Project**

Year 2030 ADT volumes were obtained from the SANDAG Series 11 traffic model. The SANDAG model contains the land use types and intensities throughout the County based on each jurisdiction's Community and General Plan assumptions. However, some volumes were increased where notably lower than existing 2010 count data. In addition, all near-term cumulative projects were included in the Year 2030 traffic volume forecast. Since the SANDAG Year 2030 model contains the existing project site land uses (residential recreation), these volumes were used in the "without project" scenario.

The SANDAG Year 2030 model data was also used to estimate peak hour turning movement volumes using a template in EXCEL developed by LLG. This template estimates peak hour traffic at an intersection from future ADT volumes using the relationship between existing peak hour turning movements and the existing ADT volumes. This same relationship can be assumed to generally continue in the future. *Figure 11-1* depicts the Year 2030 Without Project traffic volumes.

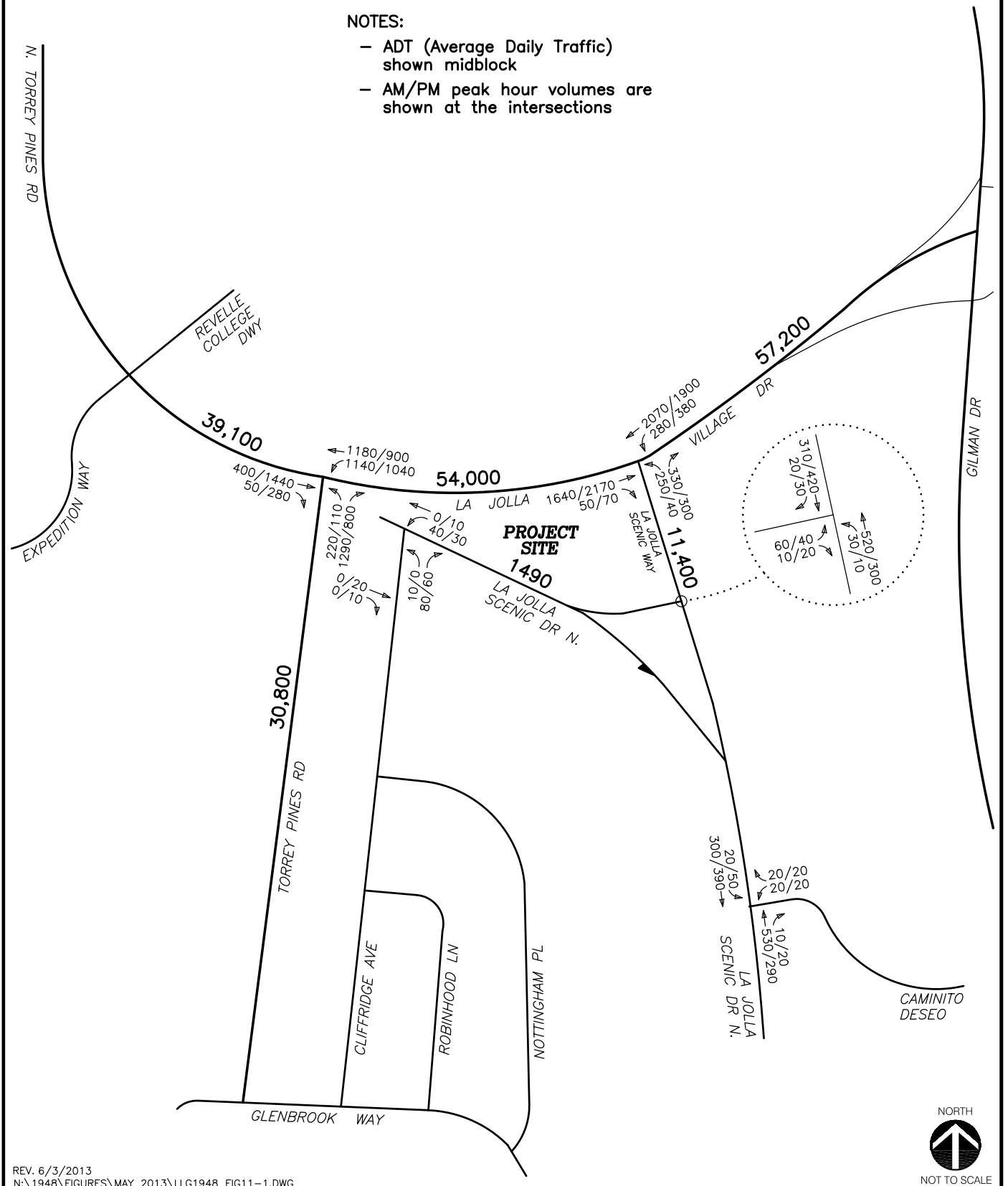
*Appendix L* contains a copy of the SANDAG Series 11 forecast and the 2030 peak hour intersection traffic volume sheets.

#### **11.2.2 Year 2030 With Project**

The project traffic was added to the Year 2030 Without Project traffic (Section 11.2.1 above) to obtain Year 2030 With Proposed Project traffic for both peak hour turning movements and ADT volumes. *Figure 11-2* depicts the Year 2030 With Project traffic volumes.

**NOTES:**

- ADT (Average Daily Traffic) shown midblock
- AM/PM peak hour volumes are shown at the intersections



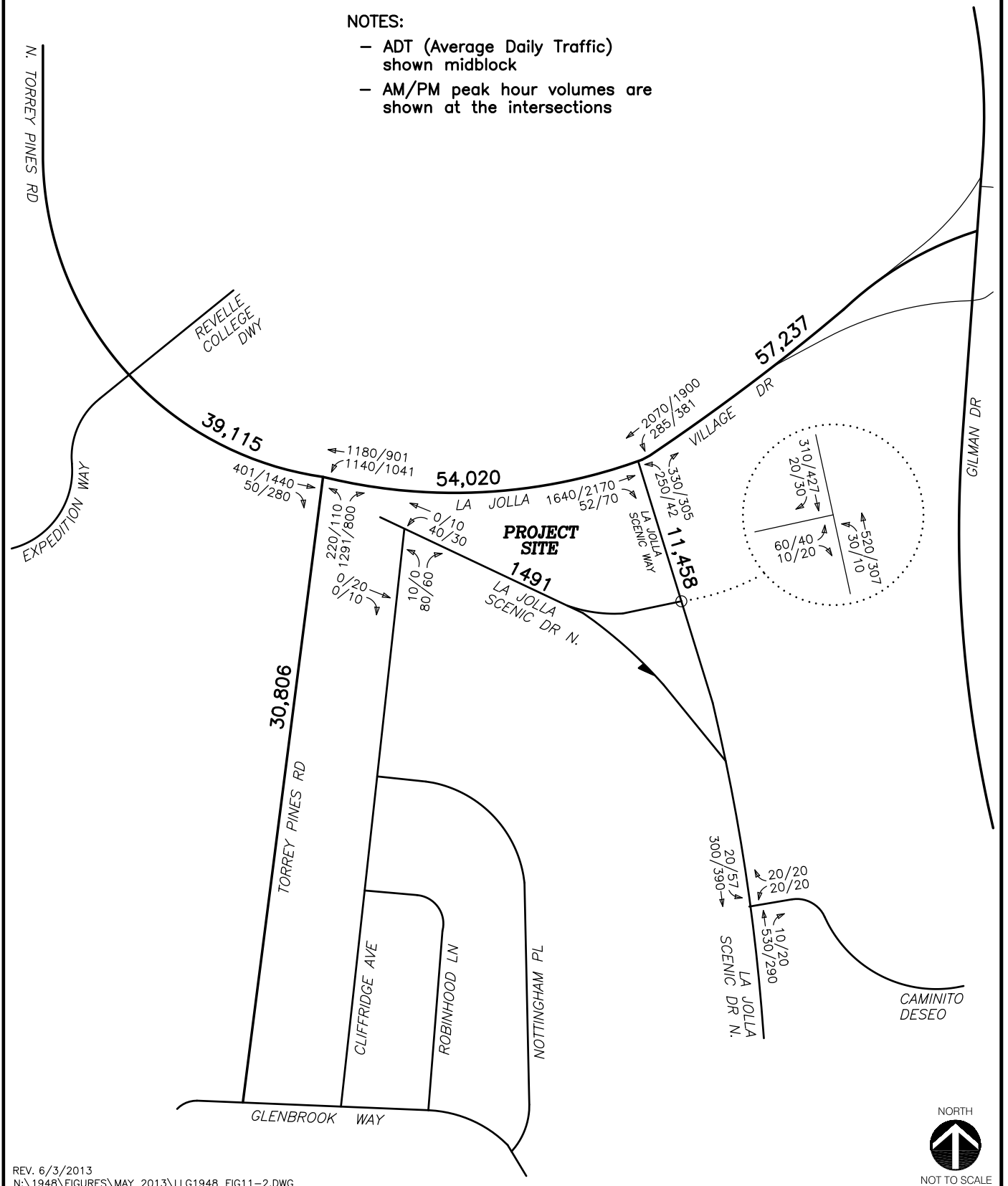
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**Figure 11-1**  
**Year 2030 without Project Traffic Volumes**  
**AM/PM Peak Hours & ADT**

**NOTES:**

- ADT (Average Daily Traffic) shown midblock
- AM/PM peak hour volumes are shown at the intersections



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**Figure 11-2**  
**Year 2030 with Project Traffic Volumes**  
**AM/PM Peak Hours & ADT**



## 12.0 ANALYSIS OF YEAR 2030 SCENARIOS

### 12.1 Year 2030 Without Project Operations

#### 12.1.1 Intersection Analysis

*Table 12–1* summarizes the peak hour intersection operations for the Year 2030 Without Project conditions. As seen in *Table 12–1*, all key signalized intersections are calculated to operate at LOS D or better conditions.

The critical movements at the unsignalized intersections are calculated to operate at LOS C or better conditions.

*Appendix M* contains the Year 2030 Without Project intersection analysis worksheets.

#### 12.1.2 Segment Operations

*Table 12–2* summarizes the Year 2030 Without Project roadway segment operations. As seen in *Table 12–2*, the following segments are expected to operate at LOS E or F:

- La Jolla Village Drive between Expedition Way and Torrey Pines Road – LOS E
- La Jolla Village Drive between Torrey Pines Road and La Jolla Scenic Way – LOS F
- La Jolla Village Drive between La Jolla Scenic Way and Gilman Drive – LOS E
- Torrey Pines Road between La Jolla Village Drive and Glenbrook Way – LOS F

### 12.2 Year 2030 With Project Operations

#### 12.2.1 Intersection Analysis

*Table 12–1* summarizes the peak hour intersection operations for the Year 2030 With Project conditions. As seen in *Table 12–1*, all key signalized intersections are calculated to operate at LOS D or better conditions.

The critical movements at the unsignalized intersections are calculated to continue to operate at LOS C or better conditions.

*Appendix N* contains the Year 2030 With Project intersection analysis worksheets.

Since all intersections are calculated to continue to operate at LOS D or better with the addition of project traffic, *no significant impacts* were calculated.

#### 12.2.2 Segment Operations

*Table 12–2* summarizes the Year 2030 With Project roadway segment operations. As seen in *Table 12–2*, the following street segments operate at LOS E or F:

- La Jolla Village Drive between Expedition Way and Torrey Pines Road – LOS E
- La Jolla Village Drive between Torrey Pines Road and La Jolla Scenic Way – LOS F
- La Jolla Village Drive between La Jolla Scenic Way and Gilman Drive – LOS E
- Torrey Pines Road between La Jolla Village Drive and Glenbrook Way – LOS F

The V/C increase due to the project on the street segments operating at LOS E does not exceed 0.02 and the V/C increase due to the project on the street segments operating at LOS F does not exceed 0.01. Therefore, *no significant impacts* were calculated.

**TABLE 12-1**  
**YEAR 2030 INTERSECTION OPERATIONS**

| Intersection   | Control Type              | Peak Hour | Year 2030 Without Project |                  | Year 2030 With Project |     | $\Delta$ Delay <sup>c</sup> | Impact Type |
|--|---------------------------|-----------|---------------------------|------------------|------------------------|-----|-----------------------------|-------------|
|  |                           |           | Delay <sup>a</sup>        | LOS <sup>b</sup> | Delay                  | LOS |                             |             |
| 1. La Jolla Village Drive/<br>Torrey Pines Road        | Signal                    | AM        | 27.4                      | C                | 27.6                   | C   | 0.2                         | None        |
|  |                           | PM        | 45.2                      | D                | 45.5                   | D   | 0.3                         | None        |
| 2. La Jolla Village Drive/<br>La Jolla Scenic Way      | Signal                    | AM        | 17.2                      | B                | 17.3                   | B   | 0.1                         | None        |
|  |                           | PM        | 26.3                      | C                | 26.6                   | C   | 0.3                         | None        |
| 3. La Jolla Scenic Drive North/<br>Cliffridge Way      | OWSC <sup>d</sup>         | AM        | 8.7                       | A                | 8.7                    | A   | 0.0                         | None        |
|  |                           | PM        | 8.7                       | A                | 8.7                    | A   | 0.0                         | None        |
| 4. La Jolla Scenic Way/<br>La Jolla Scenic Drive North | OWSC                      | AM        | 16.2                      | C                | 16.2                   | C   | 0.0                         | None        |
|  |                           | PM        | 13.9                      | C                | 14.1                   | B   | 0.2                         | None        |
| 5. La Jolla Scenic Drive North/<br>Caminito Deseo      | Uncontrolled <sup>e</sup> | AM        | 16.2                      | C                | 16.2                   | C   | 0.0                         | None        |
|  |                           | PM        | 14.2                      | B                | 14.4                   | B   | 0.2                         | None        |

**Footnotes:**

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service.
- c. Increase in delay due to project.
- d. OWSC – One-Way Stop Controlled intersection. Minor street delay reported.
- e. This intersection is currently uncontrolled. However, Caminito Deseo was analyzed as the minor street stop-controlled movement since vehicles utilizing this movement were observed to stop.

| SIGNALIZED           |     | UNSIGNALIZED         |     |
|----------------------|-----|----------------------|-----|
| DELAY/LOS THRESHOLDS |     | DELAY/LOS THRESHOLDS |     |
| Delay                | LOS | Delay                | LOS |
| 0.0 ≤ 10.0           | A   | 0.0 ≤ 10.0           | A   |
| 10.1 to 20.0         | B   | 10.1 to 15.0         | B   |
| 20.1 to 35.0         | C   | 15.1 to 25.0         | C   |
| 35.1 to 55.0         | D   | 25.1 to 35.0         | D   |
| 55.1 to 80.0         | E   | 35.1 to 50.0         | E   |
| ≥ 80.1               | F   | ≥ 50.1               | F   |

**TABLE 12-2**  
**YEAR 2030 SEGMENT OPERATIONS**

| Street Segment  | Roadway Classification | LOS E Capacity <sup>a</sup> | Year 2030 Without Project |                  |                  | Year 2030 With Project |     |       | $\Delta$ V/C <sup>e</sup> | Impact Type |
|---|------------------------|-----------------------------|---------------------------|------------------|------------------|------------------------|-----|-------|---------------------------|-------------|
|   |                        |                             | ADT <sup>b</sup>          | LOS <sup>c</sup> | V/C <sup>d</sup> | ADT                    | LOS | V/C   |                           |             |
| <b>La Jolla Village Drive</b>                         |                        |                             |                           |                  |                  |                        |     |       |                           |             |
| Expedition Way to Torrey Pines Road                   | 4-Lane Major Arterial  | 40,000                      | 39,100                    | E                | 0.978            | 39,115                 | E   | 0.978 | 0.000                     | None        |
| Torrey Pines Road to La Jolla Scenic Way              | 6-Lane Major Arterial  | 45,000 <sup>h</sup>         | 54,000                    | F                | 1.200            | 54,020                 | F   | 1.200 | 0.000                     | None        |
| La Jolla Scenic Way to Gilman Drive                   | 6-Lane Prime Arterial  | 60,000                      | 57,200                    | E                | 0.953            | 57,237                 | E   | 0.954 | 0.001                     | None        |
| <b>Torrey Pines Road</b>                              |                        |                             |                           |                  |                  |                        |     |       |                           |             |
| La Jolla Village Drive to Glenbrook Way               | 4-Lane Collector       | 30,000                      | 30,800                    | F                | 1.027            | 30,806                 | F   | 1.027 | 0.000                     | None        |
| <b>La Jolla Scenic Way</b>                            |                        |                             |                           |                  |                  |                        |     |       |                           |             |
| La Jolla Village Drive to La Jolla Scenic Drive North | 2-Lane Collector       | 15,000 <sup>f</sup>         | 11,400                    | D                | 0.760            | 11,458                 | D   | 0.764 | 0.008                     | None        |
| <b>La Jolla Scenic Drive North</b>                    |                        |                             |                           |                  |                  |                        |     |       |                           |             |
| Cliffridge Avenue to La Jolla Scenic Way              | Sub-Collector          | 2,200 <sup>g</sup>          | 1,490                     | > C              | N/A              | 1,491                  | > C | N/A   | N/A                       | None        |

**Footnotes:**

- a. City of San Diego Roadway Capacity Standards.
- b. Average Daily Traffic volumes.
- c. Level of Service
- d. Volume to Capacity ratio.
- e. Increase in V/C due to project.
- f. La Jolla Scenic Way has a curb-to-curb width varying between 75-85 feet with a striped center median. Therefore, a capacity of 15,000 was used in the analysis.
- g. Non Circulation Element Residential Collector capacity of LOS C threshold of 2,200 was utilized.
- h. La Jolla Village Drive between Torrey Pines Road and La Jolla Scenic Way is classified as and built to six-lane Major Arterial standards, with the exception of a raised center median. Therefore, the average capacity between a four-lane and six-lane Major Arterial was used.

## 13.0 “ALL WALK” PEDESTRIAN ASSESSMENT

The University of California, San Diego (UCSD) campus is located on the north side of La Jolla Village Drive with a direct pedestrian path connecting to the intersection of La Jolla Village Drive and Torrey Pines Road. Therefore, a relatively high amount of pedestrians currently cross La Jolla Village Drive in this area. *Figure 3–2* in the Existing Conditions Section of this report shows the location of the pedestrian path connecting the UCSD campus to La Jolla Village Drive in this area. *Figure 13–1* shows the landscape plan indicating the proposed pedestrian pathways located along La Jolla Village Drive connecting the project site to the intersection at Torrey Pines Road and within close proximity to the intersection at La Jolla Scenic Drive (North).

An alternative analysis assuming all students coming to the facility walk (or bike) was conducted. Based on the location of the facility, field observations and existing pedestrian counts at these intersections, approximately 90 percent of the pedestrian movements were assumed to occur at the intersection of La Jolla Village Drive and Torrey Pines Road and the remaining 10 percent were assumed to cross at the intersection of La Jolla Village Drive and La Jolla Scenic Way. *Table 13–1* shows the total number of pedestrians using the La Jolla Village Drive crosswalks and the number of pedestrians expected to use these crosswalks with the project.

**TABLE 13–1**  
**PEDESTRIAN VOLUMES**

| Intersection                              | Direction | # of Pedestrians |     |         |    |       |     |
|---|-----------|------------------|-----|---------|----|-------|-----|
|   |           | Existing         |     | Project |    | Total |     |
|   |           | AM               | PM  | AM      | PM | AM    | PM  |
| La Jolla Village Dr / Torrey Pines Rd     | NB/SB     | 93               | 108 | 90      | 45 | 183   | 153 |
| La Jolla Village Dr / La Jolla Scenic Way | NB/SB     | 11               | 1   | 10      | 5  | 21    | 6   |

The “All Walk” peak hour intersection analysis uses the pedestrian data and assumptions indicated in *Table 13–1*. A pedestrian call was assumed to occur during every cycle at the La Jolla Village Drive/Torrey Pines Road intersection, a worst-case assumption. *Table 13–2* summarizes the Existing + Project and Existing + Cumulative Projects + Project intersection analysis results for the “All Walk” scenario. Some delays decrease slightly since fewer vehicular- project trips would travel through the intersection. As seen in *Table 13–2* all intersections continue to operate at LOS D or better conditions.

The analysis results for the “All Walk” scenario are virtually the same, if not better, as compared to the base analysis which assumes 80 percent walk/ 20 percent drive.

*Appendix O* contains the Existing + Project and Existing + Cumulative Projects + Project intersection analysis worksheets for “All Walk” Scenario.

**TABLE 13-2**  
**EXISTING & NEAR-TERM “ALL WALK”**  
**INTERSECTION OPERATIONS**  
**(ALL STUDENTS WALKING TO THE PROJECT SITE)**

| Intersection   | Control Type              | Peak Hour | Existing + Project |                  | Existing + Project “All Walk” |     | Existing + Cumulative Projects + Project |     | Existing + Cumulative Projects + Project “All Walk” |     |
|--|---------------------------|-----------|--------------------|------------------|-------------------------------|-----|--|-----|---|-----|
|  |                           |           | Delay <sup>a</sup> | LOS <sup>b</sup> | Delay                         | LOS | Delay                                    | LOS | Delay   | LOS |
| 1. La Jolla Village Drive/<br>Torrey Pines Road        | Signal                    | AM        | 21.6               | C                | 21.6                          | C   | 26.4                                     | C   | 26.3  | C   |
|  |                           | PM        | 33.1               | C                | 33.1                          | C   | 45.8                                     | D   | 45.8  | D   |
| 2. La Jolla Village Drive/<br>La Jolla Scenic Way      | Signal                    | AM        | 15.2               | B                | 15.3                          | B   | 16.5                                     | B   | 16.5  | B   |
|  |                           | PM        | 20.8               | C                | 20.8                          | C   | 24.7                                     | C   | 24.6  | C   |
| 3. La Jolla Scenic Drive North/<br>Cliffridge Way      | OWSC <sup>c</sup>         | AM        | 8.6                | A                | 8.6                           | A   | 8.6                                      | A   | 8.6   | A   |
|  |                           | PM        | 8.6                | A                | 8.6                           | A   | 8.6                                      | A   | 8.6   | A   |
| 4. La Jolla Scenic Way/<br>La Jolla Scenic Drive North | OWSC                      | AM        | 14.0               | B                | 14.0                          | B   | 14.4                                     | B   | 14.4  | B   |
|  |                           | PM        | 12.3               | B                | 12.3                          | B   | 12.8                                     | B   | 12.7  | B   |
| 5. La Jolla Scenic Drive North/<br>Caminito Deseo      | Uncontrolled <sup>d</sup> | AM        | 13.7               | B                | 13.7                          | B   | 14.1                                     | B   | 14.1  | B   |
|  |                           | PM        | 12.7               | B                | 12.7                          | B   | 13.3                                     | B   | 13.1  | B   |

**Footnotes:**

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service.
- c. OWSC – One-Way Stop Controlled intersection. Minor street delay reported.
- d. This intersection is currently uncontrolled. However, Caminito Deseo was analyzed as the minor street stop-controlled movement.

| SIGNALIZED           |     | UNSIGNALIZED         |     |
|----------------------|-----|----------------------|-----|
| DELAY/LOS THRESHOLDS |     | DELAY/LOS THRESHOLDS |     |
| Delay                | LOS | Delay                | LOS |
| 0.0 < 10.0           | A   | 0.0 < 10.0           | A   |
| 10.1 to 20.0         | B   | 10.1 to 15.0         | B   |
| 20.1 to 35.0         | C   | 15.1 to 25.0         | C   |
| 35.1 to 55.0         | D   | 25.1 to 35.0         | D   |
| 55.1 to 80.0         | E   | 35.1 to 50.0         | E   |
| > 80.1               | F   | > 50.1               | F   |



**Figure 13-1**  
**On-Site Pedestrian Pathways**

## 14.0 ACCESS, OFF-SITE CIRCULATION AND ON-STREET PARKING DISCUSSION

### 14.1 Project Access and Off-Site Circulation

Vehicular access to the site is planned via one right-turn-in/right-turn-out only driveway located on La Jolla Scenic Way. Locating the driveway on La Jolla Scenic Way (as opposed to La Jolla Scenic Drive North) prevents conflicts with driveways serving residences located on La Jolla Scenic Drive North.

An analysis of the proposed driveway location was completed to assure that adequate sight distance would be provided. The design speed on La Jolla Scenic Way is 30 mph. According to the *Highway Design Manual*, January 4, 2007, driveways on roadways with a speed limit of 30 mph require 200 feet of stopping sight distance. This is due to the fact that vehicles making the eastbound to southbound right-turn movement would be traveling less than 30 mph since they are making a sharp turn, there is no right-turn overlap phase, and vehicles making this maneuver would have to yield to pedestrians. The location of the proposed project driveway is approximately 150 feet south of the La Jolla Village Drive/La Jolla Scenic Way signalized intersection. This intersection is visible from the proposed driveway location, and vehicles exiting the property will be restricted to a right-turn movement, thus requiring them to look only in the northbound direction for a gap in traffic. **Figure 14-1** shows the line of sight arrows required at the project driveway. As shown in **Figure 14-1**, adequate distance (250 feet) is provided from the driver's line of sight at the project driveway to the oncoming vehicles making a westbound to southbound left-turn at the La Jolla Village Drive/La Jolla Scenic Way intersection. Approximately 125-150 feet of stopping sight distance would be required from the project driveway to the eastbound to southbound right turn movements at the signalized intersection. It is recommended that 25 feet of red curb be provided just north of the proposed driveway location in order to increase the driver visibility of oncoming traffic.

In addition, based on field observations, sufficient gap time would exist for patrons exiting the project site since they would be able to make their eastbound right-turn concurrent with the northbound movement at the signalized intersection of La Jolla Village Drive/La Jolla Scenic Way (no southbound traffic would be utilizing La Jolla Scenic Way during this phase other than eastbound to southbound right-turn-on-red movements and northbound to southbound u-turn movements).

As discussed in the trip distribution section of the report, outbound traffic oriented to La Jolla Village Drive would make a southbound to northbound u-turn at the intersection of La Jolla Scenic Drive North/ Caminito Deseo. A field observation of the available turning radius at Caminito Deseo was compared to the required minimum design internal turning radius of 36 feet. Based on the field visit under existing roadway conditions, it was observed that 40 feet of internal turning radius is available. Therefore, a u-turn is feasible at this intersection. **Figure 14-2** shows the amount of internal turning radius provided at this location. It is recommended that a stop sign be installed on Caminito Deseo approaching La Jolla Scenic Drive to prevent potential conflict between u-turning vehicles and vehicles making a westbound to northbound right turn from Caminito Deseo onto La Jolla Scenic Drive.

It is possible that drivers could choose to make an illegal southbound to northbound u-turn on La Jolla Scenic Way at La Jolla Scenic Drive North. However, since the u-turn would need to start within the southbound through lane on La Jolla Scenic Way and since the intersection is signed “No U-Turn”, drivers were not assumed to make this movement.

Pedestrian access to the site is planned via a continuous sidewalk encompassing the facility with the primary walkway into the facility being located off La Jolla Village Drive. This location was chosen to provide a safer route into the center than through the driveway where cars will be maneuvering in and out, and since the crosswalks from the UCSD campus along La Jolla Village Drive are located on both ends of the walkway.

## 14.2 On-Street Parking

On-street parking is currently provided on the west side of La Jolla Scenic Way along the project frontage. Approximately 25 feet south of the La Jolla Village Drive/La Jolla Scenic Way intersection and 75 feet north of the La Jolla Scenic Way/La Jolla Scenic Drive North intersection, no street parking is permitted. The segment of La Jolla Scenic Way between La Jolla Village Drive and La Jolla Scenic Drive North is approximately 230 feet in length. Thus, 130 feet is currently available for on-street parking (about 6-7 vehicles). It should be noted that field observations showed seven (7) vehicles parked along this 130-foot section). Therefore, with the construction of the project driveway approximately 2-3 on-street parking spaces would be lost (25-foot driveway + 25 feet of red curb north of the proposed driveway = 50 feet).

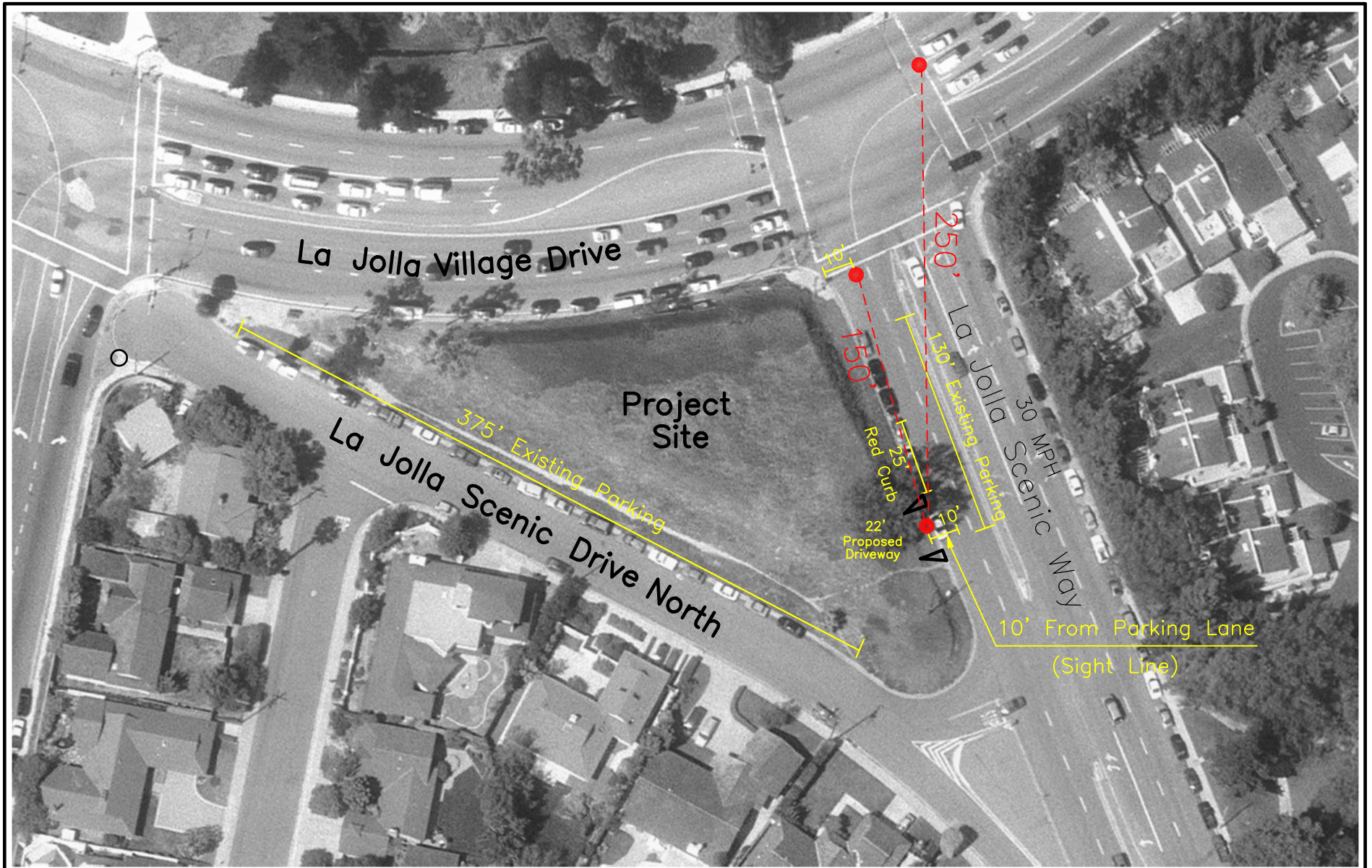
*Figure 14–1* shows the length, in feet, of the current allowable on-street parking along the project frontage.

A street vacation of the existing La Jolla Scenic Drive cul-de-sac is proposed in order to provide 10,000 square feet of open space on the project site as required by City Council (see *Figure 14–3*). With the proposed cul-de-sac vacation, a change in the supply of on-street parking would result. Currently, red curb is painted for the entirety of the cul-de-sac for a linear distance of approximately 130 feet. With the street vacation, approximately seven (7) on-street parking spaces would be lost to accommodate the relocation driveway for the Cliffridge house, a pedestrian ramp connecting to the enhanced sidewalk, and a relocated fire hydrant. However, one (1) space would remain and be relocated along the new cul-de-sac for a net loss of six (6) spaces with the street vacation.

The total loss of on-street parking with the proposed project would be at most, 13 spaces. *Figure 14–3* shows the location of the street vacation and the changes in on-street parking.

In addition to the proposed street vacation, the Phase 1/Phase 2 Project proposes to narrow La Jolla Scenic Drive North by two (2) feet to provide for a 12-foot parkway on the north side of the roadway with increased landscaping. La Jolla Scenic Drive North currently measures 36 feet wide from curb-to-curb. The roadway serves two-way traffic with one lane in each direction and provides curbside parking on both sides of the street. It is classified as a Local Street in the La Jolla Community Plan. According to the City of San Diego Street Design Manual, Local Streets (residential streets) are required to provide a curb-to-curb width of 32 feet (with on-street parallel parking). La Jolla Scenic Drive North along the project frontage is currently 36 feet from curb to curb. Thus, the reduction of the roadway width to 34 feet from 36 feet would still be in accordance with City standards.





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NORTH



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Figure 14-1

Access, On-Site Parking, & Sight Distance



Figure 14-2

La Jolla Scenic Drive North Inside U-Turn Radius





## 15.0 PARKING ASSESSMENT

Currently, no specific parking minimum or maximum requirements exist for this type of facility in the City of San Diego Municipal Code. Therefore, data for existing Hillel facilities throughout California were used to estimate the parking supply needed to adequately serve the patrons and staff of the facility. Consideration was given to the types of events/programs to be held at the facility, the amount of people expected to attend these events, the staff needed to serve the facility, survey data of existing UCSD Hillel student members, and survey and statistical data gathered from other similar Hillel facilities in California (UCLA, UCSB, and California State University, Northridge (CSUN)). The following is a detailed discussion of this approach.

### 15.1 UCSD Hillel Student Center

#### *Program Log and Event Attendance*

As mentioned in the trip generation section of this report, a monthly program guide was provided by the applicant indicating the dates and times of the social events to be held at the subject facility. Shabbat services, typically held on Friday evenings, would be held on campus at their current location (and not at the proposed facility), and would therefore not affect on-site parking. Typical site activities are as described in Section 2.2, *Project Description*. It is expected, with limited exception, that programs to be held at the site will have between 10 and 30 attendees, but at most 50. Only on rare occasion, such as a grand opening and beginning of the school year welcome back programs, would the site draw a greater amount of attendees. It is also expected that 7 full-time staff members would serve the student center.

*Appendix E* contains the historical program guide for the activities/events which currently occur at the existing on-campus Hillel premises that will be relocated to the proposed project site (except for the Friday evening Shabbat services which will continue to be held at the International Center on campus).

#### *Transportation Modes*

As discussed in the trip generation section of this report, a survey was conducted in March 2010 among the students who currently attend Hillel-related activities at the UCSD campus. The UCSD survey collected responses from 115 students. The results of this survey found that approximately 80 percent (80 %) of the students stated in their response that they would walk to the Hillel facility at its proposed location. Of the students who said they would drive, just over 50% of these respondents suggested they would carpool. Using the results of this survey, if 50 students were to attend a typical Hillel program at the UCSD student center, only 20% would drive to the facility (10 vehicular trips). Of the 20% of students who would drive or 10 potential vehicular trips, half of those trips would be carpool trips (5 total vehicular trips). Therefore, under these assumptions, only five (5) parking spaces would be needed to serve the student patrons of the facility. Assuming all seven (7) staff are on-site at one time and each drove individually, an additional seven (7) spaces would be required for a total of 12 spaces needed to accommodate the facility during a typical Hillel program. In conducting the AM and PM peak hour intersection and daily street segment analyses, a maximum of 100 students was assumed to frequent the site during the peak four hour period of the day. If the same transportation mode split percentages are applied to 100 students, only 10 spaces would be

necessary to accommodate student patrons (assuming all 100 students are on-site at one time). An additional seven (7) spaces for staff would necessitate 17 spaces, well below the 27 spaces proposed as part of the project.

*Appendix G* contains the transportation mode survey data collected for UCSD.

## **15.2 Comparable Hillel Facilities**

A list of other existing comparable Hillel facilities within Southern California was developed to aid in estimating the subject facility's parking demand. The following facilities were selected for further data collection: Hillel at UCLA, Santa Barbara Hillel at UCSB, and the CSU Northridge Hillel.

**UCLA Hillel:** As mentioned in the trip generation section of this report, the University of California, Los Angeles, Hillel Student Center most closely represents the proposed UCSD facility in terms of its approximate location to the university, surrounding land uses and in the activities planned. However, the UCLA Hillel is much larger at approximately 25,000 SF. A survey and parking demand count was conducted over the course of one week at the UCLA Hillel Student Center in March 2010 to collect data for program attendance, mode of transportation to the site, and parking occupancy counts. The survey had a sample size of 40 to 50 students depending on the day data was collected. The results of the survey show that on average, about 33 students occupied the center at one time. Of those students, 94 percent walked to the existing facility while six percent drove. Of the six percent of students driving to the site, 100 percent of those trips were carpool trips. This would result in just one student vehicle parked at the site. The UCLA Hillel currently provides 13 parking spaces, however, they are primarily reserved for the 13-14 staff members which may be on-site at any given time. The results of the parking occupancy counts show a general correlation to the number of staff on-site and the number of spaces occupied. For example, when 12 staff are on-site at the facility, 12 parking spaces were counted as occupied. Based on discussions with the Director of the Hillel at this location, no community complaints have been filed and the parking supply is adequate almost every day with very limited exceptions.

It should be noted that while the UCLA facility is most closely representative of the proposed UCSD site, it is much larger in terms of square footage. Even with the significant increase in size for this center which would allow for a higher attendance at programmed events, parking is apparently a non-issue both for the facility patrons and with the surrounding community residents.

*Appendix G* contains the transportation mode survey data collected for UCLA.

**UCSB Hillel:** The University of California, Santa Barbara, Hillel Student Center is approximately 10,000 SF and is located just off-campus in the Isla Vista community which is predominately a student housing area. The program log offered at this location is also similar to the UCSD Hillel with the exception of Friday night Shabbat services being held on-site. Data collection similar to the UCLA survey was conducted at this location over the course of one week during October 2010. The survey had a sample size of a maximum of 40 students depending on the day data was collected. The results of the survey show that on average, about 34 students occupy the center at one time. Of those 34 students, 84 percent walked to the existing facility while 16 percent drove. Carpool data was not obtained for the approximately six students driving to the site. The UCSB Hillel currently provides 28 parking spaces open to staff, visitors and students. Assuming all six staff members are parked on-

site at the same time as the six estimated student drivers, adequate parking exists at the facility. A parking occupancy count survey was conducted at this facility and the results show that at most, 20 cars were counted in the provided parking lot. This shows that adequate parking is available to serve the UCSB Hillel Student Center.

*Appendix F* contains the UCSB Hillel facility survey data.

**CSUN Hillel:** The California State University, Northridge, Hillel Student Center is approximately 5,000 SF and is located just off-campus within an established residential neighborhood, yet still within walking distance to the university. The program log for this center is fairly similar to that of the UCSD Hillel. Survey data was not collected at this facility. The CSUN campus is more of a commuter campus, which would suggest more students would be likely to drive to the site. However, even though this location provides 40 parking spaces, parking remains a non-issue for this site. The facility reserves 23 of the 40 spaces to be sold to students on a permitted basis by semester or for the entire academic year. It can therefore be concluded that a parking supply of 17 spaces for Hillel patrons adequately accommodates the facility since the excess amount of supply is offered to non-Hillel related parking demand.

Based on the information provided for these similar California university Hillel facilities, it can be reasonably estimated that the 27 parking spaces proposed for the UCSD Hillel Student Center will more than adequately serve the project site.

*Appendix P* contains additional supporting parking supply information for CSUN and other universities.

### 15.3 Parking Generation Rates

In addition to the above examples of similar Hillel Student Centers, information was provided by the applicant for several other Hillel centers across the country. The key characteristics identified are: 1) campus; 2) location; 3) surrounding uses; 4) square footage; and 5) number of parking spaces provided. By dividing the number of parking spaces by the square footage of each site, a parking spaces per square foot parking rate is calculated. As shown below in **Table 15-1**, the average parking rate for the similar California University Hillel centers is 1.9 provided spaces per KSF. The average parking supply rate for all universities listed below is 1.2 provided spaces per KSF. The UCSD Hillel parking supply rate amounts to 3.7 provided spaces per 1,000 square feet (KSF). This would support the assumption that the 27 spaces proposed at the UCSD Hillel would adequately serve the facility.



**TABLE 15-1  
PARKING RATE SUMMARY**

| <b>Campus</b>                          | <b>Hillel Location</b>    | <b>Surrounding Uses</b>    | <b>Approximate Square Footage</b> | <b># of Parking Spaces Provided</b> | <b>Parking Spaces Provided Per KSF</b> |
|--|---------------------------|----------------------------|-----------------------------------|-------------------------------------|--|
| <b>UCSD (Project Site)</b>             | <b>Adjacent to Campus</b> | <b>Upscale Residential</b> | <b>7,084</b>                      | <b>27</b>                           | <b>3.7</b>                             |
| UCLA                                   | Adjacent to Campus        | Upscale Residential        | 25,000                            | 13                                  | 0.5                                    |
| UCSB                                   | Off Campus                | Urban Residential/Mixed    | 12,000                            | 28                                  | 2.3                                    |
| CSUN                                   | Off Campus                | Upscale Residential        | 5,000                             | 17 <sup>a</sup>                     | 3.4                                    |
| <b>Average California Universities</b> |                           |                            |                                   |                                     | <b>1.9</b>                             |
| Tulane University                      | Off Campus                | Residential                | 10,000                            | 7                                   | 0.7                                    |
| University of Virginia                 | Off Campus                | Residential                | 24,000                            | 20                                  | 0.8                                    |
| University of Rhode Island             | On Campus                 | Fraternity/Sorority        | 5,000                             | 3                                   | 0.6                                    |
| Kent State                             | On Campus                 | On Campus                  | 10,755                            | 17                                  | 1.6                                    |
| University of Arizona                  | On Campus                 | On Campus                  | 10,000                            | 20                                  | 2.0                                    |
| Rutgers                                | On Campus                 | Urban Non-Residential      | 34,000                            | 13                                  | 0.4                                    |
| Temple University                      | On Campus                 | Urban Residential          | 12,500                            | 0                                   | 0.0                                    |
| University of Illinois                 | On Campus (Perimeter)     | Mixed Use                  | 19,500                            | 27                                  | 1.4                                    |
| Penn State                             | On Campus (Perimeter)     | Mixed Use                  | 20,000                            | 6                                   | 0.3                                    |
| University of Connecticut              | On Campus (Perimeter)     | Religious Row/Residential  | 8,500                             | 20                                  | 2.4                                    |
| <b>Average Total Universities</b>      |                           |                            |                                   |                                     | <b>1.2</b>                             |

*Source:* Project Applicant 2010.

**Footnotes:**

- a. CSUN provides 40 on-site parking spaces. Twenty-three spaces are offered to non Hillel-related student parking demand.

## 16.0 EXISTING WITH IMPROVEMENTS OPTION ANALYSIS

### 16.1 Description

As an alternative to the proposed Phase 1/Phase 2 project, an analysis of the Existing With Improvements option is provided. If the Phase 1/Phase 2 project is not approved, Hillel would permanently use the Cliffridge property to provide for religious programs. Permanent on-site parking and other improvements to the interior of the structure to bring the Cliffridge property into compliance with the Municipal Code would be required, as well as an approved development permit, for the permanent change in use.

If the Phase 1/Phase 2 project is not approved, the applicant seeks approval of the Existing With Improvements option. Under this option, the Cliffridge property would be converted to the permanent use by Hillel to provide religious services and programs to students. This would involve bringing the Cliffridge property up to all applicable code requirements for the intended religious use and occupancy and would include demolishing the existing attached garage, patio, and a tree in order to construct a paved surface parking lot. The Existing With Improvements option would provide six (6) standard parking spaces (one as handicap-accessible) in a new surface parking lot with a new driveway connecting to the existing cul-de-sac. This would also involve the construction of a new pedestrian curb ramp on Cliffridge Avenue, which would provide access to the existing walkway at the front (east) of the residential structure. *Figure 16-1* shows the site plan for the Existing With Improvements alternative.

### 16.2 Parking

The Existing With Improvements option would provide six (6) standard parking spaces (one as handicap-accessible) in a new surface parking lot with a new driveway connecting to the existing cul-de-sac (see *Figure 16-1*). As previously detailed, the offices would be used for primarily religious purposes. Per the City's Municipal Code (Section 142.0530, Table 142-05F), for professional office uses, 3.3 parking spaces are required per 1,000 square feet of gross floor area. The existing Cliffridge property is 1,792 square feet, thus six (6) parking spaces would be required. A new pedestrian curb ramp on Cliffridge Avenue would also be constructed, which would provide access to the existing walkway at the front (east) of the Cliffridge property. The Permanent Parking Plan for the Existing with Improvements option would provide six parking spaces in a new surface parking lot with a new driveway (see *Figure 16-1*). The existing driveway would be relocated and widened to 24 feet to allow for six (6) parking spaces. The westerly cul-de-sac portion of La Jolla Scenic Drive North would remain. The existing stop sign on Cliffridge Avenue at La Jolla Scenic Drive North would also remain.

### 16.3 Traffic Volumes

In order to develop the baseline condition for the Existing With Improvements option, the existing traffic volumes were adjusted to account for the current use of the Cliffridge property operating as the Hillel facility. The existing traffic counts used in this report were collected while the Cliffridge property functioned as a Hillel center. Therefore, the existing baseline scenario would need to reflect the traffic volumes that would be generated by a single-family residence. Given the Cliffridge



property would be approximately 25% of the gross square footage of the proposed Phase 1/Phase 2 project, 75% of the project-generated traffic was deducted from the existing traffic volumes.

In order to estimate the traffic that would be generated from the current zoning of the Cliffridge property, the City of San Diego trip rate for a “single-family detached” home was calculated. The Cliffridge property would be expected to generate nine (9) ADT with 1 AM peak hour trip (0 inbound/1 outbound) and 1 PM peak hour trip (1 inbound/0 outbound).

From there, the trips generated by the use of the Cliffridge property at its current zoning as a single-family residence was added to arrive at the Existing With Current Zoning condition (baseline condition). **Figure 16–2** shows the Existing With Current Zoning baseline traffic volumes.

Finally, the current Hillel facility traffic volumes (estimated as 25% of the proposed Phase 1/Phase 2 project) were added to the existing baseline condition to arrive at Existing With Improvements traffic volumes. **Figure 16–3** shows the traffic volumes for the Existing With Improvements condition.

#### **16.4 Existing With Improvements Analysis**

The analysis results for the Existing With Improvements scenario are virtually the same, if not better, as compared to the existing conditions analysis provided in *Section 6.0* of this report. Since there are virtually no changes in the delay and V/C ratio between with the current zoning and with improvements analyses under existing conditions, the same results would be expected under both the near-term cumulative and Year 2030 conditions.

It can therefore be concluded that ***no significant direct or cumulative impacts*** would be expected with the Existing With Improvements option.

**Appendix Q** contains the Existing With Current Zoning and Existing With Improvements intersection analysis worksheets.

**TABLE 16-1**  
**EXISTING WITH IMPROVEMENTS INTERSECTION OPERATIONS**

| Intersection   | Control Type              | Peak Hour | Existing With Current Zoning |                  | Existing With Improvements |     | $\Delta$ Delay <sup>e</sup> | Sig Impact? |
|--|---------------------------|-----------|------------------------------|------------------|----------------------------|-----|-----------------------------|-------------|
|  |                           |           | Delay <sup>a</sup>           | LOS <sup>b</sup> | Delay                      | LOS |                             |             |
| 1. La Jolla Village Drive/<br>Torrey Pines Road        | Signal                    | AM        | 21.6                         | C                | 21.6                       | C   | 0.0                         | No          |
|  |                           | PM        | 33.1                         | C                | 33.1                       | C   | 0.0                         | No          |
| 2. La Jolla Village Drive/<br>La Jolla Scenic Way      | Signal                    | AM        | 15.2                         | B                | 15.2                       | B   | 0.0                         | No          |
|  |                           | PM        | 20.8                         | C                | 20.8                       | C   | 0.0                         | No          |
| 3. La Jolla Scenic Drive North/<br>Cliffridge Way      | OWSC <sup>c</sup>         | AM        | 8.6                          | A                | 8.6                        | A   | 0.0                         | No          |
|  |                           | PM        | 8.6                          | A                | 8.6                        | A   | 0.0                         | No          |
| 4. La Jolla Scenic Way/ La<br>Jolla Scenic Drive North | OWSC                      | AM        | 14.1                         | A                | 14.1                       | A   | 0.0                         | No          |
|  |                           | PM        | 12.2                         | B                | 12.3                       | B   | 0.1                         | No          |
| 5. La Jolla Scenic Drive North/<br>Caminito Deseo      | Uncontrolled <sup>d</sup> | AM        | 13.7                         | B                | 13.7                       | B   | 0.0                         | No          |
|  |                           | PM        | 12.6                         | B                | 12.7                       | B   | 0.1                         | No          |

**Footnotes:**

- Average delay expressed in seconds per vehicle.
- Level of Service.
- OWSC – One-Way Stop Controlled intersection. Minor street delay reported.
- This intersection is currently uncontrolled. However, Caminito Deseo was analyzed as the minor street stop-controlled movement since vehicles utilizing this movement were observed to stop.
- Increase in delay due to project.
- Significant impact? Yes or no.

| SIGNALIZED           |     | UNSIGNALIZED         |     |
|----------------------|-----|----------------------|-----|
| DELAY/LOS THRESHOLDS |     | DELAY/LOS THRESHOLDS |     |
| Delay                | LOS | Delay                | LOS |
| 0.0 ≤ 10.0           | A   | 0.0 ≤ 10.0           | A   |
| 10.1 to 20.0         | B   | 10.1 to 15.0         | B   |
| 20.1 to 35.0         | C   | 15.1 to 25.0         | C   |
| 35.1 to 55.0         | D   | 25.1 to 35.0         | D   |
| 55.1 to 80.0         | E   | 35.1 to 50.0         | E   |
| ≥ 80.1               | F   | ≥ 50.1               | F   |

**TABLE 16-2**  
**EXISTING WITH IMPROVEMENTS SEGMENT OPERATIONS**

| Street Segment  | Functional Classification | LOS E Capacity <sup>a</sup> | Existing With Current Zoning |                  |                  | Existing With Improvements |          |       | $\Delta$ V/C <sup>e</sup> | Sig Impact? |
|---|---------------------------|-----------------------------|------------------------------|------------------|------------------|----------------------------|----------|-------|---------------------------|-------------|
|   |                           |                             | ADT <sup>b</sup>             | LOS <sup>c</sup> | V/C <sup>d</sup> | ADT                        | LOS      | V/C   |                           |             |
| <b>La Jolla Village Drive</b>                         |                           |                             |                              |                  |                  |                            |          |       |                           |             |
| Expedition Way to Torrey Pines Road                   | 4-Ln Major Arterial       | 40,000                      | 32,566                       | D                | 0.814            | 32,570                     | D        | 0.814 | 0.000                     | No          |
| Torrey Pines Road to La Jolla Scenic Way              | 6-Ln Major Arterial       | 45,000 <sup>h</sup>         | 44,785                       | E                | 0.995            | 44,790                     | E        | 0.995 | 0.000                     | No          |
| La Jolla Scenic Way to Gilman Drive                   | 6-Ln Prime Arterial       | 60,000                      | 49,200                       | C                | 0.820            | 49,209                     | C        | 0.820 | 0.000                     | No          |
| <b>Torrey Pines Road</b>                              |                           |                             |                              |                  |                  |                            |          |       |                           |             |
| La Jolla Village Drive to Glenbrook Way               | 4-Ln Collector            | 30,000                      | 26,739                       | E                | 0.891            | 26,740                     | E        | 0.891 | 0.000                     | No          |
| <b>La Jolla Scenic Way</b>                            |                           |                             |                              |                  |                  |                            |          |       |                           |             |
| La Jolla Village Drive to La Jolla Scenic Drive North | 2-Ln Collector            | 15,000 <sup>f</sup>         | 10,084                       | D                | 0.672            | 10,099                     | D        | 0.673 | 0.001                     | No          |
| <b>La Jolla Scenic Drive North</b>                    |                           |                             |                              |                  |                  |                            |          |       |                           |             |
| Cliffridge Avenue to La Jolla Scenic Way              | Sub-Collector             | 2,200 <sup>g</sup>          | 1,350                        | $\geq C$         | N/A              | 1,351                      | $\geq C$ | N/A   | N/A                       | No          |

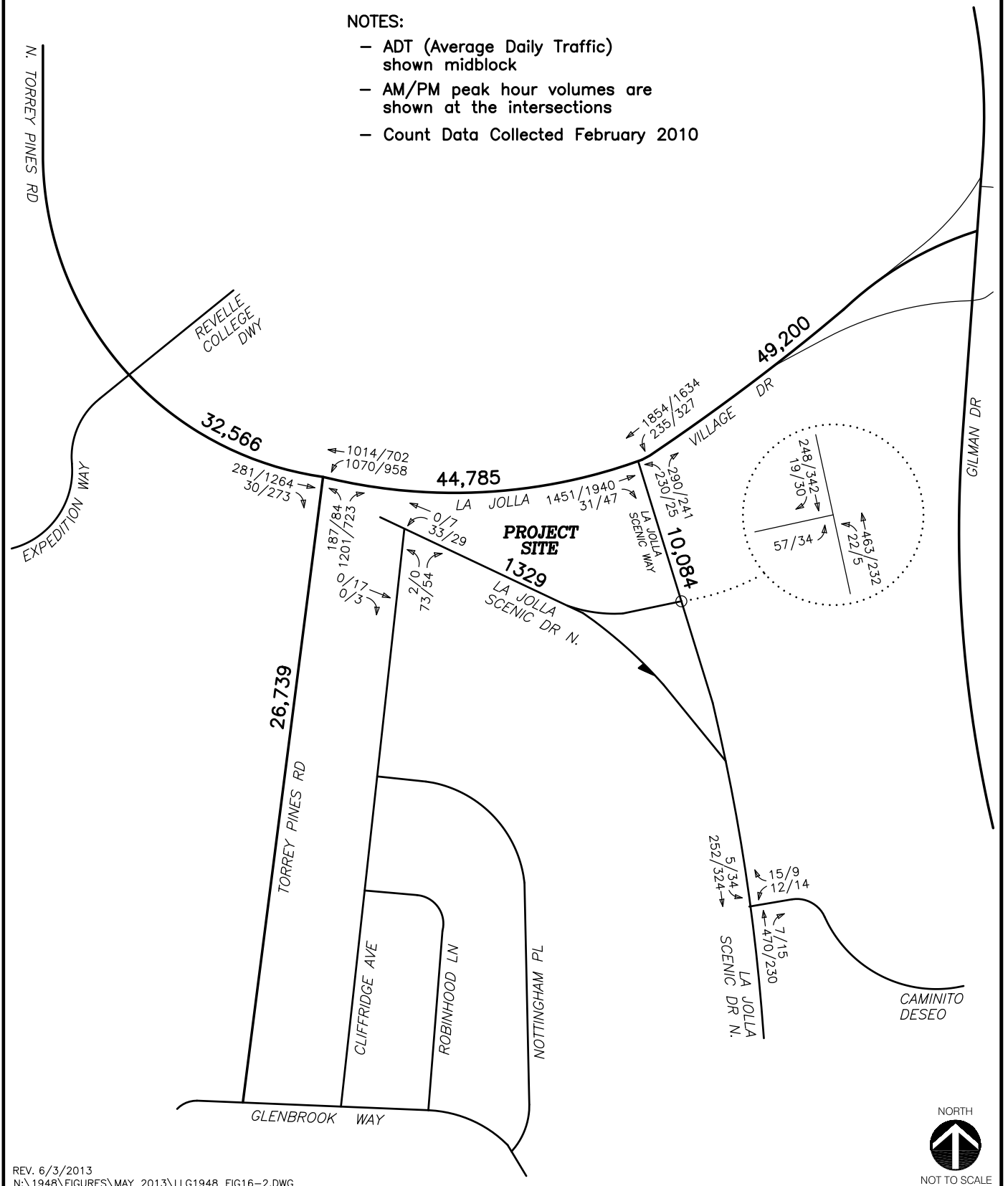
**Footnotes:**

- a. City of San Diego Roadway Capacity Standards.
- b. Average Daily Traffic volumes.
- c. Level of Service
- d. Volume to Capacity ratio.
- e. Increase in V/C due to Improvements.
- f. La Jolla Scenic Way has a curb-to-curb width varying between 75-85 feet with a striped center median. Therefore, a capacity of 15,000 was used in the analysis.
- g. Non Circulation Element Residential Collector capacity of LOS C threshold of 2,200 was utilized.
- h. La Jolla Village Drive between Torrey Pines Road and La Jolla Scenic Way is classified as and built to six-lane Major Arterial standards, with the exception of a raised center median. Therefore, the average capacity between a four-lane and six-lane Major Arterial was used.



NOTES:

- ADT (Average Daily Traffic) shown midblock
- AM/PM peak hour volumes are shown at the intersections
- Count Data Collected February 2010



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LINSCOTT  
LAW &  
GREENSPAN  
engineers

**Figure 16-2**  
**Existing with Current Zoning Traffic Volumes**  
**AM/PM Peak Hours & ADT**

NOTES:

- ADT (Average Daily Traffic) shown midblock
- AM/PM peak hour volumes are shown at the intersections
- Count Data Collected February 2010

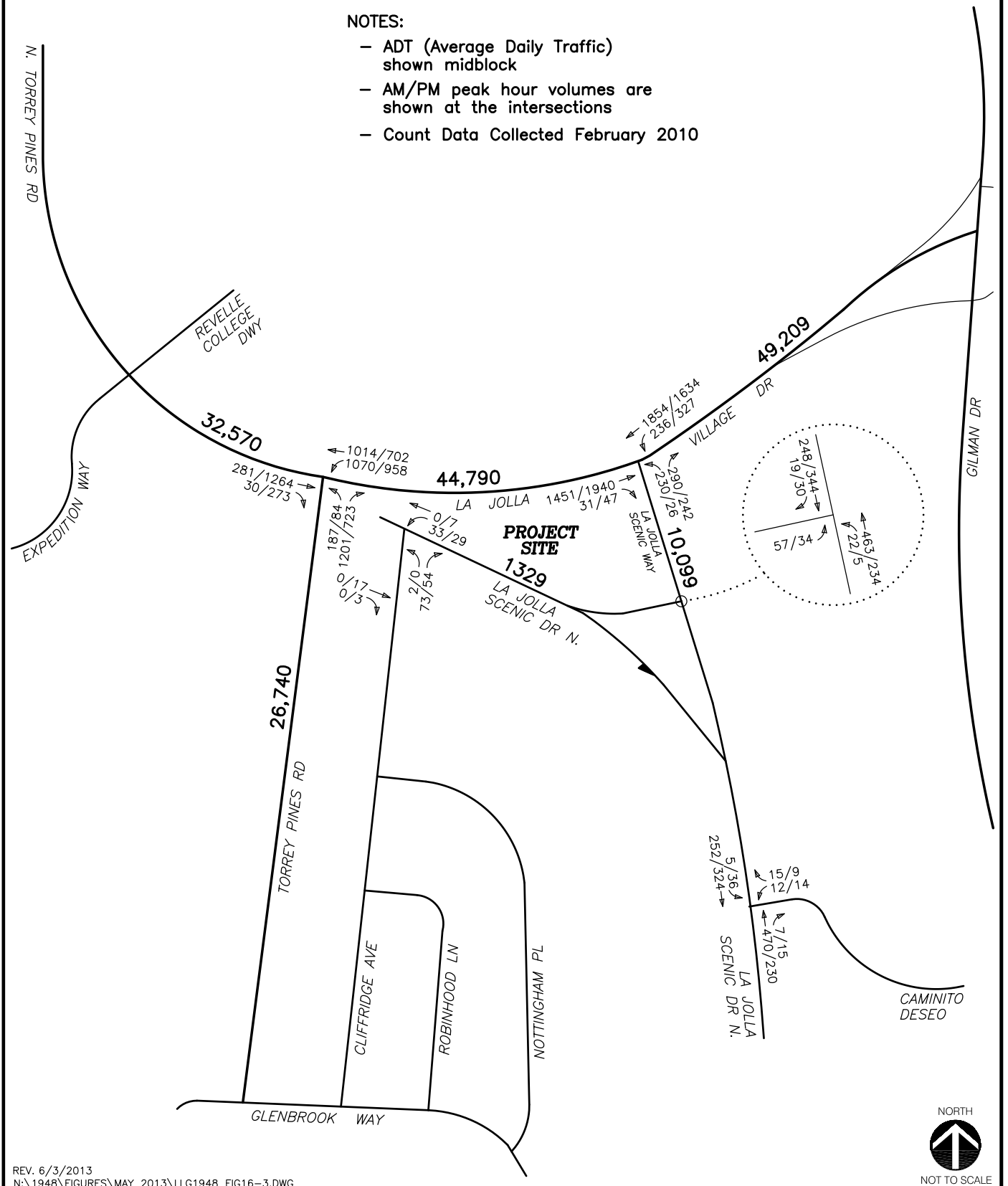


Figure 16-3

Existing With Improvements Traffic Volumes  
AM/PM Peak Hours & ADT

## 17.0 CONSTRUCTION TRAFFIC ASSESSMENT

### 17.1 Grading Period

Construction of the Hillel facility would commence upon project approval. Grading activities would be expected to last for a period of five (5) days and would generate 3,600 cubic yards (cy) of debris. Based on information provided by the applicant, trucks hauling export materials can carry up to 20 cy per truck. Assuming 3,600 cy are exported from the site with 20 cy per truck over the course of five (5) days, approximately 36 inbound trucks would access the site per day during the grading period generating 72 daily truck trips. For determining the total ADT generated by truck trips, a passenger car-equivalence (PCE) factor of 1.5 was multiplied by the total daily truck trips to account for the large size of construction vehicles.

$$3,600 \text{ cy} \div 20 \text{ cy/truck} = 180 \text{ trucks}$$

$$180 \text{ trucks} \div 5 \text{ days} = 36 \text{ trucks per day} \times \text{two trips per truck (in/out)} = 72 \text{ daily truck trips}$$

$$72 \text{ daily truck trips} \times 1.5 \text{ PCE factor} = 108 \text{ PCE ADT}$$

Construction activities are limited to eight (8)-hour days between the hours of 8:30 AM and 3:30 PM due to the fact that the City does not typically allow traffic control outside of these hours. However, specific construction activities may occasionally necessitate truck deliveries before 8:30 AM. Therefore, limited construction traffic could occur during the 7:00-9:00 AM peak hour but not during the 4:00-6:00 PM peak hour.

Assuming the eight (8) hours of grading activities, each hour represents 12.5% of the daily operations. A total of 13 inbound peak hour grading truck trips would be generated during the 8:30-9:00 AM peak hour. Allowing for sufficient time to fill a 20 cy-capacity truck, no outbound trips would be expected during this half-hour window.

### 17.2 Construction Period

The number of construction workers expected to be on-site during the 12 to 18-month proposed Phase 1/Phase 2 construction period would range between five (5) and 20 workers per day.

Assuming each worker drives alone and arrives to the site in the morning and departs the site at the end of the work day, two (2) trips per worker would be generated. Two trips per worker for 20 workers would generate 40 daily trips. Assuming all workers arrive prior to the 8:30 AM construction start time within the 7:00-9:00 AM peak period, 20 inbound AM peak hour trips would be generated. No PM peak hour trips would occur during the commuter peak period from 4:00-6:00 PM since construction-related activities would end by 3:30 PM.

It should be noted that due to parking restrictions in the area, it is very unlikely that construction workers will drive alone to the site. In fact, it is recommended that an off-site location be identified for construction workers to park so they can be shuttled to the work site. Assuming each shuttle can carry 10 workers, this could reduce the total number of trips within the immediate area of the proposed project to two (2) AM peak hour trips and four (4) ADT.

### 17.3 Total Construction Trip Generation

The maximum number of trips generated by construction-related activities is 148 ADT with 33 AM peak hour trips and would only occur during the short five (5)-day grading period. After the five (5)-day grading period, a maximum of 40 ADT and 20 AM peak hour trips would be generated for the remaining 12 to 18-month construction period, not assuming any reductions for off-site shuttling.

Estimating the amount, distribution and duration of construction traffic is difficult. The origin of truck trips and construction workers cannot be forecast with accuracy as it would depend largely on the contractor and the sources from which construction material would be delivered and the location to receive the exported material.

Although it is anticipated that shuttle service would transport workers to/from the site from an off-site location, for purposes of being conservative, it was estimated that the majority of construction traffic (90% or 133 ADT/ 30 AM peak hour trips) could be expected to be oriented to/from the east on La Jolla Village Drive (connecting to I-5). A small amount of traffic (10% or 15 ADT/ 3 AM peak hour trips) could be anticipated to travel to the west to/from N. Torrey Pines Road.

### 17.4 Conclusions & Recommendations

All study area intersections are calculated to currently operate at LOS C or better during the AM and PM peak hours. With the addition of this small amount of traffic added to the street system (33 inbound AM peak hour trips or 15 inbound AM trips with shuttle reductions), no changes in LOS would be expected nor would any substantial changes in peak hour intersection delay be expected.

The majority of the 148 ADT (90% or 133 ADT or 112 with shuttle reductions) would be added to the LOS C operating segment of La Jolla Village Drive between Gilman Drive and La Jolla Scenic Way. Also, no degradations in LOS would be expected along the LOS D portion of La Jolla Scenic Way with the addition of 148 ADT.

It should also be noted that construction traffic is temporary in nature. The maximum of 148 ADT would only be on the street system for a period of five (5) days. The remaining 12 to 18-month construction period would generate at most 40 ADT, which is less than the total daily trips generated by the proposed project.

With the implementation of the following three (3) measures as part of the proposed Phase 1/Phase 2 project in addition to the explanation given above, it can be concluded that ***no significant construction-related impacts*** would be expected to occur during the temporary 12 to 18-month construction period:

1. Prepare traffic control plans to the satisfaction of the City of San Diego engineer.
2. Set a construction work day of 8:30AM to 3:30PM allowing limited deliveries prior to 8:30AM.
3. Require construction workers to park offsite and be shuttled to the construction work site.



## 18.0 SIGNIFICANT IMPACTS, MITIGATION MEASURES & CONCLUSIONS

**Direct Project impacts** are impacts calculated in the near-term (Existing + Project and Existing + Cumulative + Project) scenarios, and require mitigation back to pre-project operations. **Cumulative Project impacts** are impacts calculated in the buildout scenarios (Year 2030), and require fair-share contributions to improvements to mitigate for that portion of the impact caused by the project. Based on the analysis of the intersections and segments, and the established significance criteria, no significant impacts were determined and therefore no mitigation measures are necessary.

In addition to the “base” analysis, a full analysis assuming all students walking to the facility, “All Walk”, was also conducted to investigate whether a higher level of pedestrian activity would significantly impact vehicular operations at the intersections. It was concluded that the results between these analyses differed only slightly, and therefore, no significant intersection impacts were calculated.

Also, the increase in V/C for any segment calculated to operate at LOS E is less than 0.02 and the increase in V/C for any segment calculated to operate at LOS F is less than 0.01. Therefore, no significant street segment impacts would occur.

An analysis comparing the existing baseline condition of the Cliffridge property at its current zoning as a single-family residence to the Existing With Improvements option was conducted. It was concluded that the difference between the results of these analyses also differed only slightly, and therefore, no significant impacts were calculated.

As shown in the construction traffic assessment, no construction-related traffic impacts would be expected during construction. It is recommended that the project implement the following:

1. Prepare traffic control plans to the satisfaction of the City of San Diego engineer.
2. Set a construction work day of 8:30AM to 3:30PM allowing limited deliveries prior to 8:30AM.
3. Require construction workers to park offsite and be shuttled to the construction work site.

Lastly, based on the detailed parking assessment conducted for the project site, the provision of 27 spaces is expected to be a sufficient amount of spaces needed to serve the patrons of the site.

For safety reasons, it is recommended that the project be conditioned to do the following:

- Install a stop sign on Caminito Deseo approaching La Jolla Scenic Drive to prevent potential conflict between southbound u-turning vehicles and vehicles making a westbound to northbound right turn from Caminito Deseo onto La Jolla Scenic Drive.
- Paint 25 feet of red curb just north of the proposed driveway on La Jolla Scenic Way to ensure adequate sight distance is provided.